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PASSAGE OF A HOME RULE BILL

FINAL VOTE IN THE HOUSE OF COMMONS 301 TO 267.

Great Jubilation by the Irish Members—Cheers Follow the Announcement of the Ballot—Last Words for the Measure Spoken by John Morley—Speech in Opposition by Mr. Chamberlain—House of Lords at Once Takes up the Bill and Give It Its First Reading.

LONDON, Sept. 1.—The Home Rule bill passed the House of Commons to-night, the vote on the third reading being 301 to 267. Five minutes later the bill had its first reading in the House of Lords. There is great joy among those who have supported the measure in the long, hard fight that began with its introduction months ago and has been kept up without cessation.

The House of Commons agreed this afternoon to suspend the 12 o'clock rule to-night in order that the third reading of the Home Rule bill might be concluded before adjournment.

Justin McCarthy, leader of the anti-Parnellites, was the first speaker. He said that, although the bill did not have the pedantic character of finality which its opponents contended any home-rule measures must have, it contained finality in principle. When Ireland should get her National Parliament, it would include finality in the true sense of the term. Irishmen so accepted the measure as a final adjustment of their leading grievance against Great Britain.

Joseph Chamberlain, leader of the Liberal-Unionists, while disclaiming all intention of questioning Mr. McCarthy's sincerity, said that he could not forget how another leader of the Irish, after accepting a bill as a complete settlement of the demands of Ireland, recanted and declared it was accepted only as a temporary installment.

"If this bill ever be passed," continued Mr. Chamberlain, "you will have the Irish coming to Parliament demanding more and more and putting pressure on Ministry after Ministry, until at last some Minister will be found weak enough or base enough to buy the Irish vote by granting final separation. ["Hear! Hear!"]

"The mischief that the Government has done by introducing this policy is irreparable. It has made enormously more difficult the government of Ireland; it has postponed indefinitely the hope of the completion of a better settlement.

"The bill is now about to go to another place. We probably never shall see it again. [Cheers.] But whether we see it or not, I am convinced that the British people will give the policy embodied in it a death blow at the first opportunity offered them. This bill will vanish, but the weakness of the Liberal Party, its lack of independence, and its treatment of vital interests of the country as mere incidents of the Newcastle programme will not be forgotten or forgiven by the British democracy."

Prolonged Unionist cheers followed this peroration.

Mr. Balfour, Conservative leader, said that the House had not discussed three-fourths of the Home Rule bill either in committee or in the report stage. The length of the debate on the Reform act of 1832 had been quoted to show that the discussion of the present bill had been exceedingly long. But the Reform bill involved only two principles—the substitution of genuine constituencies for rotten ones and the settlement of the franchise whereon the electorate should vote.

The present bill was an absolute reversal of the Constitution. It involved a change of every fundamental principle of the Constitution. What was the prospect of gain to Ireland? The Irish members of Parliament had indulged in much destructive criticism of the landlords and the Irish Government, but had never yet produced a practical proposal likely to be of permanent value and to relieve the troubles of the country they aspired to rule.

The present bill was a mockery of legislation. Every one voting for it knew something of its worthlessness, and that to pass it was like trying to put life into a dead carcass.

John Morley, Chief Secretary for Ireland, held that the opposition to the bill under discussion had been conducted in bad faith. If obstruction was patriotism, he said, closure was patriotism. In regard to the argument that there was no finality about the bill, he had never claimed a finality for any solution of any deep-rooted political question. There was no such thing.

In concluding, Mr. Morley said that after seven and a half years of controversy this popular assembly, which was virtually supreme, was about to pass the Home Rule bill for Ireland. Whatever might be done elsewhere to delay, resist, or obstruct the bill, this solemn declaration could never be canceled or recalled. [Cries of "Gag!"] Wherever Englishmen toiled, hoped, yearned—wherever there were Englishmen and Scotchmen weary of the inveterate strain on the fame and honor of their country, they would presently know that the House of Commons had taken the final step toward the true incorporation of Ireland into a united people.

At the close of his speech enthusiastic cheers were given for Mr. Morley.

John P. Nolan, Parnellite, member for North Galway, then rose and, amid laughter and cries of "Time to divide!" uttered a brief protest against the financial clauses of the bill.

The time having arrived for the third reading of the bill, the Speaker formally put the motion and ordered a division of the House. Mr. Gladstone was the first to record his vote, and Mr. Morley was the last. Each received an ovation, and Mr. Balfour also.

When the vote was announced the Irish members sprang to their feet and cheered wildly, waving hats, handkerchiefs, and the like, while the Opposition members raised counter cheers and shouts of "Resign!" "Resign!" The House then adjourned.

Immediately afterward the sitting of the House of Lords was resumed and the Home Rule bill started on its career in that body.

PROVISIONS OF THE BILL.

Recognized to be Much Better for Ireland Than that of 1886.

The Home Rule bill was introduced in the House of Commons Feb. 13 by Mr. Gladstone, in perhaps the greatest speech that the "Grand Old Man" has ever made in all his sixty years of Parliamentary service. The interest of the day centred not so much in the provisions of the bill, for in the seven years since the introduction of the bill of 1886 the English people had become accustomed to the idea of home rule for Ireland, but in the fact that a man of eighty-four was to stand and make a speech of two hours duration.

The which bill he outlined was recognized to be a high advance on that of 1886. Then home rule was linked with a scheme of a thousand million dollars to buy out Irish landlords; in the new bill there was no hint of a penny for such a purpose. Then there was a fantastic plan of a big upper house with two orders, with Irish peers playing a dominant part; in the new bill there was a compact Senate of only 48, all elective, and peers dropped out without a word of mention. The lower house, too, was cut down from an unwieldy body to 103, or 25 less than the New-York State Legislature.

The object of the bill remained, as in 1886, to establish a legislative body in Dublin for the conduct of both legislation and administration in Irish as distinct from imperial affairs. The bill, in detail, provides for a Legislature for Ireland, consisting of the Queen and of two houses—the Legislative Council and the Legislative Assembly. This Legislature, with certain restrictions, is authorized to make laws for the peace, order, and good government of Ireland in respect of matters exclusively relating to Ireland or some part thereof. The bill says that the powers of the Irish Legislature shall not extend to the making of any law respecting the establishment or endowment of religion or prohibiting the free exercise thereof, or imposing any disability or conferring any privilege on account of religious belief, or whereby any person may be deprived of life, liberty, or property without due process of law, or whereby private property may be taken without just compensation.

According to the bill the executive power in Ireland shall continue vested in her Majesty the Queen, and the Lord Lieutenant, on behalf of her Majesty, shall exercise any prerogatives or other executive power of the Queen the exercise of which may be delegated to him by her Majesty, and shall in the Queen's name summon, prorogue, and dissolve the Legislature. An Executive Committee of the Privy Council of Ireland is provided for which "shall aid and advise in the government of Ireland." The Lord Lieutenant, with the advice and consent of the Executive Council, is authorized to give or withhold the assent of her Majesty to bills passed by the houses of the Legislature.

The Legislative Council by the terms of the bill shall consist of forty-eight Councilors. Every man shall be entitled to vote for a Councilor who owns or occupies any land or tenement of a ratable value of £20. The term of office of the Councilors is to be for eight years, which is not to be affected by dissolution, but one-half of the Councilors shall retire in every fourth year and their seats be filled by a new election. The Legislative Assembly is to consist of 103 members returned by the Parliamentary constituencies existing at present in Ireland. This Assembly, unless sooner dissolved, may exist for five years. The bill also provides for 80 Irish members in the House of Commons.

In regard to finance, the bill provides that for the purposes of this act the public revenue shall be divided into general revenue and special revenue, and general revenue shall consist of the gross revenue collected in Ireland from taxes; the portion due to Ireland of the hereditary revenues of the crown which are managed by the Commissioners of Woods, an annual sum for the customs and excise duties collected in Great Britain on articles consumed in Ireland, provided that an annual sum of the customs and excise duties collected in Ireland on articles consumed in Great Britain shall be deducted from the revenue collected in Ireland and treated as revenue collected in Great Britain; these annual sums to be determined by a committee appointed jointly by the Irish Government and the Imperial Treasury. It is also provided that one-third of the general revenue of Ireland and also that portion of any imperial miscellaneous revenue to which Ireland may claim to be entitled shall be paid into the Treasury of the United Kingdom as the contribution of Ireland to imperial liabilities and expenditures; this plan to continue for a term of six years, at the end of which time a new scheme of tax division shall be devised.

The Legislature, in order to meet expenses of the public service, is authorized to impose taxes other than those now existing in Ireland. Ireland should also have charged up against her and be compelled to pay out of her own Treasury all salaries and pensions of Judges and liabilities of all kinds which Great Britain has assumed for her benefit. The bill further provides that appeal from courts in Ireland to the House of Lords shall cease and that all persons having the right of appeal shall have a like right to appeal to the Queen in council.

The term of office of the Lord Lieutenant is fixed at six years. Ultimately the Royal Irish Constabulary shall cease to exist and no force other than the ordinary civil police shall be permitted to be formed. The Irish Legislature shall be summoned to meet on the first Tuesday in September, 1894, and the first election for members shall be held at such time before that day as may be fixed by her Majesty in council.

The Opposition spent eighty-two days in the discussion of the bill in the hope of defeating it by obstruction. The records of the second reading show that in committee 459 speeches were made for the bill and 938 against it. The former occupied 57 hours and the latter 152.

NO DANGER OF SPREADING.

Consultation of Medical Authorities Regarding the Jersey City Cases.

JERSEY CITY, N. J., Sept. 1.—Health Commissioner Edson of New-York has made an examination of cultures of bacteria from one of the men who died in Jersey City with choleraic symptoms. He reported to the health authorities here, and the following bulletin was issued to-day:

> The case of Martin Crowe, who died at the City Hospital, Jersey City, after examination by Dr. Doty, Chief Inspector of Contagious Diseases, New-York City, has been determined to have been one of Asiatic cholera.
>
> The case of Mrs. Rhoda Black is still under investigation.
>
> D. W. BENJAMIN,
> Health Inspector Jersey City.
> Dr. A. CLARKE HUNT,
> Sanitary Inspector New-Jersey.

A conference held this evening was attended by Acting Mayor Simpson, President Feeney, and Corporation Counsel Edwards on the part of the city, Drs. Hunt, Converse, and Varick for the county and State, Surgeon General Wyman and Drs. Bailbach and Kenyon on behalf of the Federal Government, and Dr. Jenkins for New-York.

Acting Mayor Simpson said the city was ready to co-operate with the Federal Government and the authorities of New-York in any and every way. The city has an available fund of $30,000 which was set aside during the cholera scare last year.

Surgeon General Wyman said the Government would aid the city and State. The Surgeon General will take charge of the railroads, Dr. Jenkins of the water front, and Dr. Bond of New-York will be put in charge of the city's sanitary arrangements.

Surgeon General Wyman, accompanied by Dr. Kenyon, held a conference with President Wilson of the Health Board and Dr. Edson and two Jersey City health officers at the Fifth Avenue Hotel late last night. No information as to the result of the conference was given out.

Vacant Internal Revenue Collectorships.

WASHINGTON, Sept. 1.—There are at present between twenty-five and thirty vacancies in the position of Internal Revenue Collector. These vacancies have been occasioned by the Collectors' resignations being asked for.

It is not yet known what action will be taken by the President in the matter of filling these places. It has been understood that no new appointments, unless the good of the public service urgently demanded it, would be made until the financial legislation now pending in Congress should be out of the way.

This view of the situation is evidently not entertained by many Senators and Congressmen, who, knowing of the President's return, crowded the rooms of Secretary Carlisle and Commissioner Miller this morning, urging them to recommend to the President their candidates for Internal Revenue Collectorships.

Two Golden Weddings in One Family.

WESTPORT, Conn., Sept. 1.—Capt. and Mrs. William S. Guyer and Mr. and Mrs. David B. Bradley were married Aug. 28, 1843, in this town, the officiating clergyman being the Rev. Henry Benedict, father of E. C. Benedict of Greenwich and New-York. Mr. Benedict was pastor of the Congregational Church here.

Monday evening the two couples celebrated in a quiet way at their respective residences their fiftieth marriage anniversary, so that, for all practical purposes, there were two golden weddings in one family, Mr. Bradley and Mrs. Guyer being brother and sister.

CASHIER VAIL HAS GONE AWAY

HIS FRIENDS, HOWEVER, SAY HE WILL RETURN TO BROOKLYN.

Made a Scapegoat, They Declare, by Directors of the Wrecked Commercial Bank—President Keeney Takes Refuge Behind His Cashier—But He Admits He Swore to Statements He Didn't Know Were True—Depositors Interested in "The Times's" Disclosures.

John J. Vail, the cashier of the wrecked Commercial Bank of Brooklyn, has left the city. His present whereabouts is known to only a few of his intimate friends. There was a rumor in circulation yesterday in Brooklyn to the effect that he did not intend to return. Its truth was denied by Mr. Vail's friends.

At Mr. Vail's residence, 245 Jefferson Avenue, no information could be obtained as to his movements. Mrs. Vail refused to be seen. The servant said Mr. Vail was in Saratoga. An officer of a Brooklyn bank said he had been told the absent cashier of the Commercial was in the Catskills. One of Mr. Vail's closest friends said Mr. Vail had gone out to a quiet place on the north side of Long Island.

Cashier Vail left Brooklyn on Thursday evening. He told one of his friends he would be back Saturday night. This friend yesterday described Mr. Vail as being almost out of his mind when he went away.

After the closing of the Commercial the Directors made a concerted attack on Cashier Vail. They charged him with the direct responsibility for the reckless mismanagement of the institution. Mr. Vail's friends declare he has been made a scapegoat by President Keeney and his friends.

In due time, Mr. Vail's friends say, he will make a statement showing that President Keeney and other officials of the wrecked bank were at least equally responsible with him for the acts which have been charged up solely to him.

The depositors of the Commercial read with amazement yesterday the disclosures concerning the reckless mismanagement of the institution which were published exclusively in THE NEW-YORK TIMES. Deprived through lack of notice of the opportunity to be present at the application for a receiver made to Judge Barnard in Poughkeepsie, the depositors were left to obtain information as best they might as to the condition of the bank.

The Brooklyn newspapers published Superintendent Preston's statement of the bank's resources and liabilities, but made no comment that was not favorable, and since then they have led their readers to believe that the bank would resume, and have ignored the serious revelations which have been taken from the books of the bank by Superintendent Preston and his expert assistants.

The publication, side by side, of Superintendent Preston's report to the Attorney General and of the June quarterly report of the bank to the State Department of Banking enabled the depositors to make the comparison necessary to a full realization of the extent to which the bank had been wrecked and the State banking officials misled as to its true condition.

The depositors were astonished by the revelation that the June quarterly report, which was certified to by President Keeney and Cashier Vail, falsely stated the amount of overdrafts to be $585.62, when, as was shown by an examination of the books by Expert Backus, the real amount of overdrafts was about $11,500. They were amazed to learn that the officers of the Commercial Bank, on the eve of its suspension, had turned over $314,000 of discounted notes—nearly one-half of the visible assets of the Commercial—to the Bank of New-York to protect it for a debt which then amounted to only $49,000.

The other disclosures in THE NEW-YORK TIMES concerning the condition of the Commercial and the acts of its Directors and officers, as discovered on a close examination of the books by Superintendent Preston and his assistants, filled the depositors with amazement.

President Keeney did not attempt to deny yesterday that the June quarterly report falsely stated the amount of overdrafts or that the officers of the Commercial turned over to the Bank of New-York, on the day before the failure, $314,000 in discounted notes, allowing the Bank of New-York to take what it considered to be the pick of the securties.

While not denying these transactions, Mr. Keeney shielded himself behind Cashier Vail, declaring the guilt of the latter in the case of the transfer of the $314,000 in discounted notes and insinuating it in reference to the false statement of overdrafts.

"It was my custom to examine the list of overdrafts every Tuesday morning," explained Mr. Keeney in his paper, the *Eagle*. "They were given me by the bookkeeper, and I had no reason to think them incorrect. Of course, I did not personally examine the books. That is rarely done.

"Neither I nor any of the Directors knew that those discounted notes were turned over to the Bank of New-York. Mr. Vail did it on his own responsibility."

When seen at his residence, 221 Clermont Avenue, Brooklyn, by a reporter for THE NEW-YORK TIMES, President Keeney reiterated the above declarations.

"I took the reports of overdrafts from the bookkeeper," he said, "and, signing them, gave them to the Directors. I believed they were correct. I had no reason to doubt my bookkeeper."

"How do you account for the discrepancy between the $585.62 reported and the $11,500 actual overdrafts?" was asked.

"Somebody in the bank who had access to the books," said Mr. Keeney, "must have told the bookkeeper to keep out certain entries of overdrafts and that they would be made right."

"Do you know who it was did this?"

"I don't care to say anything about anybody until I am certain."

"Was it Mr. Vail?"

"That I do not care to say."

"Did you ever make an investigation?"

"No, but several weeks ago I found that Mr. Vail had caused to be held out a record of one overdraft."

"Did you then make an investigation and a comparison between the books and the statements submitted to you?"

"I watched Mr. Vail, and I don't think he took a dollar from the bank."

"Did you consider, when you received and signed the weekly reports, and when you signed the quarterly report to the Banking Department, that you were obliged to know the correctness of the statements to which you subscribed?"

"No, I did not. I suppose it would be well to always compare the statements and the books, but it is seldom done. I don't suppose one Bank President in a thousand does it.

"I wish I were well out of this thing. I am willing now to help get the bank on its feet and then be nothing but a stockholder. I was brought into the Presidency without knowing how near to ruin the old management of the Commercial Bank had brought it, and have tried hard to get it on its feet. I would have done so at any expense but for the hard times.

"If all the Directors of the bank would come up as I have we would have the bank going again very soon and everybody would get dollar for dollar. I expect the bank will reopen soon.

"As for the charges of Superintendent Preston or anybody else that things about the bank have been crooked, I don't care a fig. I have always done right and I know it. That is sufficient."

When asked about what he proposed doing in regard to the $25,000 in bonds which he alleged were taken from the bank by Cashier Vail, and whether any action would be taken against the cashier, Mr. Keeney said: "I expect to get those bonds back. I do not yet know whether there was anything criminal in Mr. Vail's act."

In sentencing Peter J. Claassen, on March 18, 1891, for embezzling the funds of the Sixth National Bank, Judge Benedict, in the United States Circuit Court, said:

> "You have been found guilty of embezzling the funds of the Sixth National Bank. Your defense is that you did it by the instigation of others, but that is not a sufficient justification."

Gen. Claassen was accused of making unauthorized loans and misapplying several hundreds of thousands of dollars' worth of the bonds of the Sixth National Bank while he was President of that institution. His defense was that he meant no harm, but simply did what other persons connected with the bank told him was all right.

Many expressions strongly condemnatory of the Directors and officers of the Commercial were heard yesterday among the depositors.

C. Augustus Haviland, who is taking an active part in arranging for the meeting of depositors on Monday night at 399 Classon Avenue, yesterday sent the following protest against Receiver Dykman to Mr. Preston, the State Superintendent of Banking:

> "There is much bitterness of feeling among the depositors of the Commercial Bank in view of the fact that application for appointment of receiver was made at Poughkeepsie, without notice to depositors, while Judge Bartlett was holding court in Brooklyn, and that you approved of the appointment of a man whom you knew to be the attorney of the President of said corporation. I respectfully ask, in behalf of some of the depositors, whether you will move the appointment of an associate receiver, to be designated by the depositors who are not stockholders, fees for both receivers to be limited?"

No answer was received to the protest yesterday.

Receiver Dykman's bond was accepted yesterday by the Attorney General, and he took hold of the bank's affairs in the afternoon.

Mr. Dykman is the counsel for the paper which Mr. Keeney controls. He is Mr. Keeney's personal counsel and paid attorney. He is a stockholder of the Eagle Warehouse and Storage Company, which was organized by Mr. Keeney and his friends. Mr. Dykman is the son of Judge Jackson O. Dykman of the Supreme Court.

There are some of the Commercial depositors who believe that the amount of discounted notes which were turned over to the Bank of New-York the day before the failure was made so large in order to give certain favored depositors in the Commercial an opportunity to draw their money out after the bank's doors were closed. This could have been done by depositing checks on the Commercial in other banks on Aug. 12, the day of the suspension, in time for them to pass through the New-York Clearing House the same day.

It was learned yesterday at the Bank of New-York that between $40,000 and $50,000 was paid out by that bank to the account of the Commercial on Saturday, Aug. 12.

The Commercial depositors learned yesterday with interest that Binns & Vandewater, iron merchants at 137 Classon Avenue, Brooklyn, drew nearly all of their money out of the bank some time before the failure. The senior member of the firm, David W. Binns, is one of the members of the Board of Directors of the Commercial.

"There will undoubtedly be criminal prosecutions in connection with the failure of the Commercial," said Francis E. Frith, one of the depositors, yesterday. "The failure was crooked. They are trying to put all the blame on ex-President Hudson, for the reason that Mr. Hudson is dead. I was one of those who put faith in the June quarterly report of the Commercial, and kept on banking there. I know other depositors who placed funds in the institution through their faith in the correctness of the last quarterly report. Now it is proved to have been false. I would like to know how many of the Directors and their friends drew out their money prior to the failure."

Some of the Directors of the Commercial have been circulating a story among the depositors to the effect that the statements as to the condition of the Commercial published in THE NEW-YORK TIMES were untrue and emanated from personal malice.

The revelations from the books of the bank concerning the false statement of overdrafts in the June quarterly report and the transfer of $314,000 in discounted notes to the Bank of New-York prove the utter absurdity of these charges.

Directors of the Commercial who are friendly to Mr. Keeney are going around among the depositors assuring them that the bank will resume. The object of these statements is to keep hope alive in the breasts of the depositors with the idea that they will not make trouble as long as they are hopeful of resumption.

Several of the depositors who have been active in preparing for the meeting on Monday night have been approached and told that resumption was likely to occur very shortly. Stories have been put in circulation to the effect that the depositors are to receive dollar for dollar. These stories emanate from Directors of the bank.

Much sympathy is expressed for the Citizens' Electric Illuminating Company of Brooklyn, which had $46,000 on deposit in the Commercial, it is said by one of its officers, at the time of the failure. Fire Chief Thomas F. Nevins and other prominent machine Democratic leaders are stockholders in this company. Mr. Nevins, it was understood yesterday, would be present at Monday night's meeting of the depositors.

According to the June quarterly report of the Commercial, there was at that time on deposit in the bank $947,191.46. When the bank failed, the deposits amounted to $726,998.77. This would show that the deposits fell away $221,000 between the 1st of June and Aug. 12.

The stock in the warehouse and storage company, of which President Keeney is a Director, was put down at par in the list of assets. Superintendent Preston found that the market value of these bonds was $60 instead of $100 per share. In the list of assets in the June quarterly report the furniture and fixtures were put down at $4,500. The furniture and fixtures were valued at $1,500 by Superintendent Preston.

To Boycott a Coal Combine.

ST. PAUL, Minn., Sept. 1.—The Minnesota Committee of Fifty is making a tremendous effort to crush out the coal combine. Through its Sub-Committee of Five it to-day issued an address to the citizens of the State urging that, pending the outlining of a plan that shall, if possible, afford relief from the present exorbitant prices charged consumers of coal in the Northwest, all who possibly can withhold orders and refrain from purchasing coal.

The committee says it makes this request because it feels the necessity of having the cooperation of all citizens of the State. The fact is apparent that a determined effort is to be made in the direction of boycotting, or at least defeating, the coal combine, and the committeemen are encouraged in their talk by the knowledge that the people of the State are practically unanimous in wishing them success.

May Be Chief Justice of Samoa.

ST. JOHNSBURY, Vt., Sept. 1.—The post of Chief Justice of Samoa has been tendered to C. Ide of this place. This office is one filled by consent of three treaty powers—Germany, England, and America. Mr. Ide's appointment came by the recommendation of Germany in President Harrison's Administration, and was recently taken up again by the present Administration.

The appointee was at one time United States Land Commissioner at Samoa.

Only $18 to Chicago and Return via Picturesque Erie Lines.
Next personally-conducted special excursion leaves New-York, Chambers St., 10:15 A. M., Wednesday, Sept. 6, arriving Chicago 4:15 P. M. next day. New and elegant coaches with high-back seats. Uniformed porters in attendance. Special coaches for families and ladies without escort. Tickets good ten days, with privilege of returning via Niagara Falls. Similar excursion on Sept. 12.—Adv.

PHILADELPHIA AND READING

IS ITS CONDITION AS DEPLORABLE AS ASSERTED?

WHAT THOSE IN CONTROL HAVE DONE.

The Part They Played in Destroying Confidence in American Securities.

SHOULD A CHANGE BE MADE?

Incidents Leading up to the Collapse and Some Very Queer Operations Which Followed It—The Settlement of Mr. McLeod's Stock Speculations—Evils of Friendly Receiverships—The Lehigh Valley Fiasco and What Is Behind It—The Personnel of the Existing Receivership—An Effort to be Made to Substitute a Loyal and Independent Management for the Present One.

Within the last few days there has been an appreciable revival of interest in everything that relates to the Reading properties. Mr. Isaac L. Rice's letter to the two Reading security committees informing them that he must withdraw from connection with them in order to enter upon a vigorous and determined policy, and calling the attention of the committees to the fact that nothing had been accomplished by them in the past, nor could be in the future unless they knew what they wanted and took a definite position, has aroused particular attention to the immediate future of the property as well as to the probable intention of Mr. Rice and those back of him. At the same time the increased activity in Reading securities in the stock markets of this city and Philadelphia, as well as in London and on the Continent, has shown that there is an active factor at work. The improvement in prices which has accompanied the activity also indicates that the force is constructive and evidently in the interest of the property.

It is coming to be generally conceded that the deplorable condition of the property has been very much exaggerated by the management for reasons of its own, while the constant contention of Mr. Rice and others that the property could, by mere good financing and careful management, be shown to be perfectly solvent is beginning to be accepted as an accurate estimate of Reading's capacity and condition. It would certainly be a good day for American securities when Reading should again be placed in hands that could be trusted, and confidence and credit restored to the property and reasonable value to its securities. With no intention to underestimate the grave undermining of general confidence resulting from the operation of the Sherman silver law, it must be admitted that the first great conspicuous shock to credit and confidence in American securities came with the sudden and theatrical collapse of Reading. Within twenty days after the payment of three million odd dollars as dividend interest on the $60,000,000 preference bonds the property passed, on the petition of its own Directors, into the hands of receivers. This action was preceded by an unparalleled outpouring of the company's securities on the stock markets of New-York, Philadelphia, and London. In England, where large blocks of the company's securities are held, men stood aghast at the possibility of what could not but be regarded as a gigantic swindle. The price of the securities of the company had been boosted to an extreme figure by announcing enormous earnings, thus affording an unlimited market for the securities at high figures. The company was then plunged into bankruptcy, and there was a fall in prices almost overnight of from 20 to 40 points. It is intimated, but not yet proved, although it may be in the near future, that some people closely allied with the company profited largely by the break in prices at that time. However that may be, it was predicted by conservative observers that this outrageous and high-handed proceeding would be followed by a general and prolonged liquidation by Europeans of their holdings in all American railroad properties, and the prediction was speedily verified.

It appears now to be a timely moment for some action to retrieve the honor and credit that have been lost. The repeal of the purchasing clause of the Sherman act appears fairly well assured. With that, European investors will know that the United States intends to preserve the honesty and value of its currency standard, and that a dollar of foreign money invested here will be returned in the shape of a dollar equally good. If now it is possible on the one hand to punish the men who were responsible for the Reading calamity, and at the same time to devise means for rehabilitating that property without an undue tax upon the junior securities, the favor with which American securities have always been regarded abroad will be renewed. Under such circumstances a long step toward the restoration to our industries of that capital which Europe has always been ready and glad to furnish at reasonable rates will have been made.

Unfortunately, the course of the men who, on their own motion, secured control of Reading after Mr. McLeod's downfall has not been such as to inspire the needed confidence. There is, moreover, grave suspicion that they to a certain extent have made some sort of compact whereby the acts of Mr. McLeod and his associates are to be covered up and passed by unnoticed and unpunished in exchange for the abandonment of that property to their control. The peculiar and entirely unexplained settlement of Mr. McLeod's stock speculations, which entailed a loss of $1,500,000 to Reading, is an evident indication that no steps can be hoped for from the present management toward securing a vindication of the rights of American security holders to honest administration of their company's affairs. There has been a vigorous and constantly recurring demand from England and from America for full light on all of Mr. McLeod's transactions and for the condign punishment of everybody responsible for Reading's collapse so soon as the responsibility can be placed. To this the present management has turned a deaf ear; in fact, has gone out of its way to ratify some of Mr. McLeod's acts and to continue in many respects the iniquitous policy which he initiated. Mr. Rice's report on Mr. McLeod's speculations has only whetted the desire for further information, and THE TIMES proposes to supply it.

There was widespread surprise manifested when the present management, immediately after ratifying Mr. McLeod's speculations and after making a contract whereby they gave to one of his brokers an unexplained bonus of $186,000, which Mr. McLeod himself publicly condemned, should have ventured to propose as a condition *sine qua non* of its plan of rehabilitation a seven years' voting trust composed of the management itself. The plan was, as Mr. Rice pointed out, so palpably devised to force through the voting trust that the scheme of the management fell through. THE TIMES at that date had occasion to point out the danger involved in continuing the control of the property indefinitely in the hands of men who were evidently bound to continue, if not surpass, the mistakes and irregularities of the McLeod régime. It was sought to secure the adoption of the plan by submitting it to a vote of only $85,000,000 out of $225,000,000 of Reading securities. There is little doubt to-day that even had the plan been nominally adopted by the securities consulted the $60,000,000 of income bonds would have immediately overthrown it in the courts as an infringement of their rights. However, even the general mortgage bondholders and the stockholders incontinently rejected it. This is all the more significant because all they were asked to do was to sign a bare assent which practically bound no one to anything definite, and which, long before it was to become effective, would by transfer of the securities or a mere change of intention have been completely nullified. With the recording of this overwhelming vote of want of confidence, accompanied by the universal condemnation of the management by the press of two continents, it was hoped that those in control would have the good sense and decency to resign. But the "friendly receivership," which THE TIMES is having almost daily occasion to criticise, is not often gotten up in the interest of the security holders, but of the men who seek by that means to perpetuate their hold upon a property. Notwithstanding the failure of their efforts to force through their scheme by threats of sacrifice of collateral and foreclosure, which have recoiled upon their own heads, they clung to the lucrative positions they had usurped.

The manner in which the Lehigh Valley connection has been treated by the Reading receivers has also called forth unqualified condemnation, and has served to intensify the feeling of insecurity. In rapid succession it was learned through Mr. Rice that the Lehigh Valley, instead of having earned for Reading last year a profit of something like $1,000,000, as stated by the management, had cost Reading $1,500,000. Then it became known through proceedings in court that the operation of that property had this year already resulted in a deficiency of some $636,000. Notwithstanding this astounding condition of affairs, the Reading management persisted in paying the Lehigh Valley dividend of $500,000 on July 15, although the money used for that purpose was sorely needed to pay the interest on the Reading general mortgage fours which are still in default. The report of the Reading Company published yesterday shows that it has failed to earn its fixed charges so far this year by just about the amount thrown away on the payment of the unearned Lehigh Valley dividends. Less than a month after the payment of this last dividend the financial community was startled by the announcement that the Lehigh Valley had withdrawn from connection with the Reading because of some old debt for coal purchased, which the Reading receivers declared themselves unable to pay, but which they nevertheless did pay within a very few days thereafter. Just what all this backing and filling and shuffling on the part of the Reading and the Lehigh Valley people means has never been made clear. That there are deals and schemes beneath all this outer curtain of technical transactions is evident to the most casual observer, but their terms, nature, and purpose are a mystery, which it may fall to the lot of THE NEW-YORK TIMES to unravel. At present one thing, however, is evident, namely, that Reading's general business has been declining steadily and Lehigh Valley's has been increasing similarly. The coal output of Reading has decreased to a very large amount and Lehigh Valley's has increased to about the same amount. Naturally this has caused dissatisfaction among Reading security holders and has intensified the discredit and suspicion with which Reading securities, and American securities generally, are regarded abroad.

There have also been remarkable changes in the personnel of the Reading receivership. When Judge Paxson, Mr. McLeod, and Mr. Wilbur were appointed there was a general impression that the receivership in that form was to be a permanent institution for several years. As the result of Mr. Rice's revelations, Mr. McLeod was forced to retire and Mr. Harris was introduced, though by whom and for what purpose has not been confessed. Now Mr. Wilbur has gone out and Mr. Welsh has come in, though who selected him has not been told. Altogether there seems to be a determination in certain quarters to handle Reading as the private property of certain people, it being considered sufficient to acquaint the security holders with facts and plans after they have occurred or are consummated. This may be very satisfactory to the persons who are seeking to hold the control of Reading in their own interests, but it is not gratifying to the security holders and is occasioning widespread criticism.

It is no secret that Mr. Isaac L. Rice is at work on a pamphlet covering the deeds and misdeeds of the management of the company since Mr. McLeod's accession to office. It is to be circulated among the security holders, who are to be asked to give him their support in bringing about desired changes in the management. Mr. Rice has been intimately connected with the property for four years, recently in an important official position as the company's foreign representative, and since the receivership he was selected by the trustees of the mortgages to examine the affairs of the company. His investigations, it will be remembered, were interrupted by his resignation, because of his serious difficulties with the management on the moral and business methods involved in the Boston and Maine settlement. Since then, however, he has given earnest and constant attention to the affairs of the company, and his statements have been read with interest by security holders, particularly in view of the fact that his predictions have been generally fulfilled and his views as to the mistakes of the present management proved well founded. His forthcoming statement, it is understood, deals with the history of the company from a business standpoint, giving the exact causes which led to its embarrassment, which he has always contended were artificial. The grave errors of management are pointed out, after which he indicates a plan for the future, under a loyal and independent management. The statement is awaited with much interest, and his appeal will no doubt meet with a general response from those most closely interested. Should it do so, the result will be not only to assist one of the principal properties out of its immediate difficulties, but to restore confidence in American securities, the impairment of which has been so largely the result of the criminal management of the Reading property.

Jumped from a Window to Avoid Fire.

RONDOUT, N. Y., Sept. 1.—A fierce fire broke out in a house in Chambers Street this morning, which so frightened a woman that she left her two children in the bed and leaped out of a third-story window. Her leg was broken by the fall. The woman was Mrs. Elizabeth Lavine of New-York, who has been visiting Jacob Ruttenburgh, in whose house the fire broke out. The damage to the house was slight.

UP TO DATE
Calisaya La Rilla, a palatable tonic.—Adv.

SWEEP OF THE MIGHTY WIND

DESOLATION AND RUIN WROUGHT BY THE CYCLONE.

NUMBER OF THE DROWNED INCREASES.

Four Hundred Bodies Have Already Been Recovered.

AN APPEAL FOR THE SUFFERING.

Many More Victims of the Hurricane Known to be Lost—The List of the Unfortunates Will Number Over Six Hundred Probably—Along the Coast Line and in the Chain of Islands the Work of the Storm Was Most Appalling—The Poor Negroes Are Clamoring for Aid and Present a Pitiable Sight.

From a Staff Correspondent of The New-York Times.

SAVANNAH, Ga., Sept. 1.—How many unfortunate mortals met their death in the great hurricane from the West Indies which swept over the coast of South Carolina and Georgia will probably never be known. Advices received here and at other large cities in the belt over which the storm raged already show that between 500 and 600 have perished.

Each hour the number is increased by the report of a wreck at sea or the flooding of a plantation on the low lands of the coast or the neighboring islands.

Means of communication were so interrupted by the storm, however, that nothing more than meagre reports have as yet been received from those isolated places where disaster and death must certainly have run riot.

The staff correspondent of THE NEW-YORK TIMES sent to travel over the devastated country arrived here to-day on the first train which has come from the North by way of the coast line since the storm. He had traveled through the heart of the storm-swept area, which extends from Lane's, S. C. to Savannah, Ga.

The region from Charleston to Port Royal he found to have been the battleground on which had taken place the fiercest struggles of this great war of the elements.

It is no exaggeration to say that Charleston looks like a city which had passed through a great siege of shot and shell and a subsequent deluge. Beaufort, the Long Branch of the South before the war, and now the summering place of hundreds of families of Carolinians, presents the same appearance.

Port Royal, beyond Beaufort five miles, a quaint little place with wharves and warehouses out of all proportion to its present position as a shipping place, but which has a certain importance because of the use the Government makes of it as a docking place for its war ships, is literally ruined.

Savannah suffered, and suffered badly, but her wounds, so far as they are to be judged by appearance, as compared with those of other places, are slight.

It was in the outlying districts, where the poor plantation hands, wood choppers, and factory hands live, that death found its harvest.

The little shanty settlements around the great phosphate works with which the region about Charleston is studded are in a state of demolition. The same is true of the Sea Island rice and cotton plantations, according to such reports as have been received from them.

The journey through South Carolina, from Lane's to Charleston, along the Atlantic coast line, showed with what fury the cyclone had raged. The country, which is low, had been transformed into an almost unbroken swamp by the cloudbursts. Countless numbers of trees, ranging in diameter from a few inches to several feet, had been snapped off close to the earth by the force of the wind, or else had been torn up by the roots. All the forests, apart from the appearance of devastation which was given them by the great number of fallen trees, looked as though the blight of cold weather had fallen upon them, so completely was the foliage torn away.

It was sad to note the deplorable condition in which the storm had left the thousands of poor woodcutters who live with their families along the line. The little log huts of these lowly and ignorant black and white people, which are not, as a rule, together in settlements, but built in some lonely forest spot, were torn to pieces.

It was a common sight to see miserable families working about their demoralized homes while standing in water ankle or knee deep. How many of these poor forest and swamp dwellers may have perished on Sunday night can only be conjectured. They, like the people of the small islands off the coast, are about as remote from these days and times as though they lived in another world.

Nearing Charleston, matters became much worse. Within a few miles of the city are a half dozen big phosphate works, immense frame structures, each covering as much as a city block. Two of these had been totally demolished and their timbers scattered far and wide. The rest had been wrecked so that they will have to be rebuilt.

As these factories gave employment to more than 3,000 poor negroes, whose homes have been wholly or partially wrecked, and who have absolutely no other market for their labor, it can be understood what suffering the destruction will entail.

Just outside of Charleston a remarkable evidence of the fury of the storm was found. Twenty great refrigerator cars had been lifted from the tracks by the wind, their couplings snapped, and they had been hurled from thirty to fifty feet over into the adjoining marshes.

In Charleston your correspondent found white men and negroes, merchants and laborers, all working together in a heroic effort to clear the city of some of the débris in which it was buried. Charleston has suffered so many great blows that its people have become philosophical, and they set about righting whatever may be disturbed in a courageous manner.

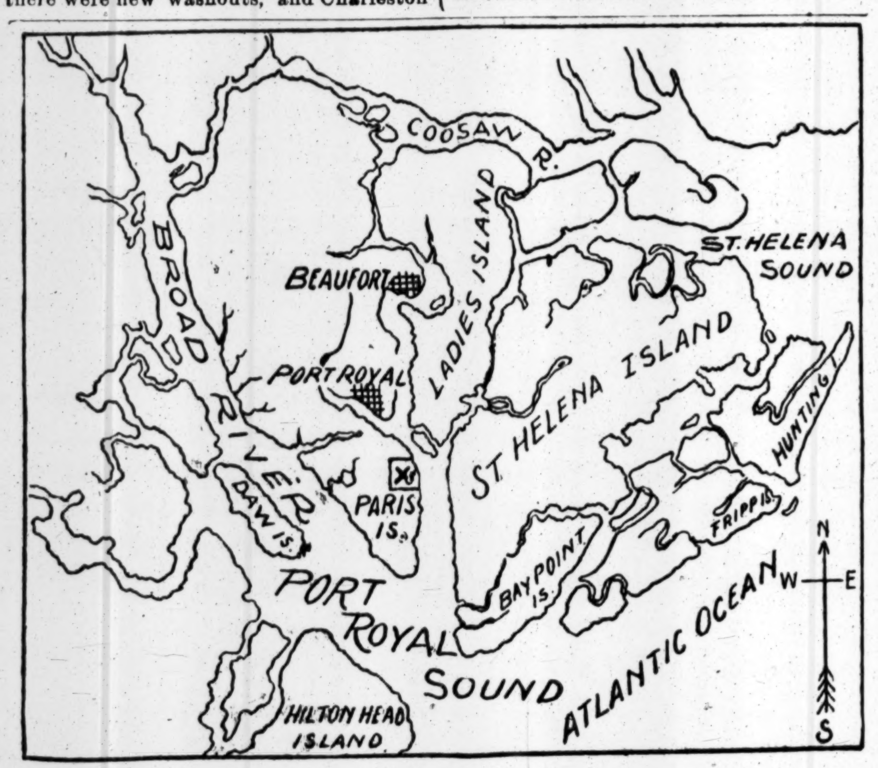
The negroes take this last blow as a divine visitation. One old mammy who was burying her chickens, which had been drowned in their coops, expressed her feelings when she said:

"De good Lord He has given Cha'ston good many visitations, and de nigger not complain."

Then, rolling her eyes till only the whites were in view, she added fervently:

"But oh, good Lord, de next time you makes a visitation among us just come in your own glorified person!"

The city has been without gas, electric lights, and telephone and telegraph service since the storm. As for railroads one train got away from here to Augusta and one to Savannah on Wednesday night. Then there were new washouts, and Charleston was out of the world for another twenty-four hours.



X—Naval Station.

Port Royal and Vicinity.

Charleston had at its southern end a battery park much like that in New-York, surrounded by a solid granite wall. Around this park stood the finest residences in the city. These mansions had broad piazzas and fine stoops. They were shut off from the outside world by high hedges and walls. During the torrent of Sunday night all the streets leading to the battery park became rushing rivers, down which the fresh water poured to tumble over the battery wall.

Even at low tide, the sea lashed by the gale, beat against the wall and drove over it in waves that rushed 100 feet in shore. When the tide rose the wall ceased to mark a line between sea and land. The old mansions were then in the sea, submerged to their second story. The waves beat up against them, stripped them of the broad piazzas and high stoops, and ruined the gardens. The actual money losses all about the city have not been calculated with correctness.

The Government employes are rapidly placing the buoys in Charleston Harbor, and the lightships that were driven from their moorings. Those which were wrecked will be replaced at once.

ON THE STRICKEN ISLANDS.

Scenes Along the Coast Where Hundreds Lost Their Lives.

From a Staff Correspondent of the New-York Times.

YEMASSEE, S. C., Sept. 1.—Beaufort, Port Royal, and all the towns along the coast and rivers bear evidence of the great destruction wrought by the storm on Sunday night.

Houses have been found, whole and in pieces, miles away from their foundations. Steamships are resting upon dry land. Bodies of men, women, and children are washed ashore with each turn of the tide, and many are found in the undergrowth.

Early Monday no one thought of giving attention to anything or anybody except his own needs, but as dead bodies multiplied this feeling was changed, and by noon every one on the chain of islands about here had become a grave digger. The Coroner swore in six deputies, one for each of the islands where deaths were reported. One of these deputies held an inquest over seventy-eight people.

A glance at the map will show that around this place there are some twenty islands. Some of these are very small, with only one or two families living upon them, while others are larger and accommodate about 4,000 inhabitants. Some of the islands have not been heard from at all. Any report, however, is sure to increase the death roll.

There are only two boats here now, and both are chartered by the Port Royal and Augusta Railroad. This prevents travel between the islands. The identification is also prevented, and many bodies are buried in graves marked unknown. The Coroner and Collector of the Port, ex-Congressman Small, are compiling the information as fast as it can be obtained, and are making a record of the dead as rapidly as possible.

The book that they are compiling will show that St. Helena has a population of 4,500; Lady's Island, 1,500; Wawhas Island, 75; Coosaw Island, 600; Beaufort Town, 3,600. Port Royal Island, embracing the towns of Beaufort and Port Royal, has a population of 8,000.

At the Pacific Works 79 dead bodies have been found and buried. On Lady's Island 18 bodies were buried on the beach, and others have been found since. On Paris Island 19 bodies had been recovered and buried up to Tuesday afternoon. On Beaufort Island 12 bodies have been buried, at Coosaw Mines 5, at Cain's Neck 22. Reports are that 79 lives were lost at Cain's.

On the Eustis place, one of the richest plantations on Lady's Island, 49 graves were filled yesterday morning. At the other end of Lady's Island 7 dead bodies have been found. At Dawtha Island, a place of about 1,200 acres, 80 lives are reported lost and nearly half that number of bodies have been recovered. At St. Helena it is estimated that 150 lives have been lost. This information was given by G. Wilkens, a member of the firm of J. J. Dale & Co. on the island. On Warsaw Island reliable information has placed 45 in the list. On Hunting Island, the island off which the steamer City of Savannah was wrecked, 46 are dead. Of the 400 dead thus reported, less than one-fourth have been identified.

Dr. Hazel, who lost his life on Paris Island, was quite an old man, and had been in the employ of the Government at this place for years. He lost life in trying to save two small negro boys. The boys were being washed away when the doctor put after them. The waves came dashing higher and faster, and the old doctor and the boys went under. The three bodies were found Tuesday morning, and were buried that afternoon.

Mrs. Tolbird, a white lady, was actually frightened to death by the fury of the storm. Sunday night her home in Beaufort rocked like a cradle. Notwithstanding the presence of her husband, who did everything in his power to calm her, she went into spasms and died.

Dr. Hazel, Mrs. Tolbird, and Engineer Hand, who went down with the dredge, were the only white persons known to have been drowned.

Hand and his fireman went down with the Kennedy, and the bodies of both are in the boat at Coosaw. The wrecking of the Kennedy was only one of the marvelous freaks of the storm, and the escape of some of the members of the crew was wonderful. The Kennedy was one of the largest as well as one of the most substantial dredge boats on the river. There were five men and one boy on it when it keeled over.

The boat broke away from its heavy anchors and drifted with the stream. The engineer put on all steam, and, facing the gale, attempted to aid the new anchors thrown out in holding his place, but the force of the winds was greater than the combined dead weight. The dredge bobbed about on the waves until it struck a big tower of water. It then turned almost a somersault, and came down with the keel up. As the boat turned, Engineer Hand was at his post, and went under with it.

Before the boat turned, the crew had grown uneasy and the boy Arthur Wilson buckled on a life preserver. When the boat went over he and his mate were tossed overboard, but Wilson managed to catch a rope fastened to the boat. He clung to that all night, and when the sun came out and a boat came in sight Monday he felt like crying for joy. But the boat passed him, and all day long the lad clung to the rope. The sea was running high and it was certain death to let go. At night he had given up hopes, although he kept his grip on the rope, each minute growing weaker and fainter.

Just about dawn Tuesday morning his strength gave out, and the lad closed his eyes as he let go his grasp upon the rope.

That day at noon a limp body was washed into a lawn filled with débris in Beaufort. At first it was thought a corpse had been washed ashore, but signs of life were detected, and by hard work the child was revived. He had been washed several miles and had been thrown upon the lawn within a block of his mother's home.

There were eight dredges employed in getting out phosphate rock by the several companies engaged in this industry. All are beached high and dry and are a total loss. Connected with these dredges were lighters. There were about 100 of these, the average cost being about $2,000. Many of these can be recovered, but there are at least 50 that are total wrecks. There were nine steam tugs in the Beaufort waters, and of these there are only two afloat. The others are scattered around over the marsh lands or beached on the bluffs.

The Wiemouth is aground in front of the clubhouse and the Boy is lying almost on its side 100 yards further up. The Ivanhoe, Kent, Ida, Juno, Catherine, and Reliance are scattered around through the marshes and fields. These boats will average $2,000 in value. Most of them can be saved.

Your correspondent arrived at the Coosaw River about noon, the terminus of the railroad facilities, and there had to take the tugboat Bristol, which Col. Averill has chartered to continue the business of his road until he gets it repaired. He expects to run through to Port Royal Monday. The trip on the Bristol is one of surpassing interest just at this time. It is thirty-five miles to Beaufort, and on each side wrecks are strewn in the marshes and sometimes high and dry on land. The water rose ten feet above high Spring tide. Vessels of various kinds were carried long distances from the normal waterway. The tug Catherine is nearly five miles from water, in a cotton field. The tug Kiskora is more than a mile from the river in ordinary low tide.

The Coosaw Mining Company's plant is a wreck almost complete, and possibly it will not be started up again. Below this a barkentine is a mile out in the marsh. All along the route, wherever there was an inhabited point, there is signs of wreck and devastation.

Beaufort's water front from end to end of the town is a mass of ruins. All the wharves are gone, warehouses are washed completely away, and a tangled mass of tin roofing, broken timbers, and wrecked buildings greet the eye.

George Waterhouse, who on Saturday night was a rich man, on Monday was left almost without property. F. W. Schefer had his warehouse swept away. The Beaufort damage is $350,000.

Mayor George Holmes declared that the business of Beaufort was sadly crippled. It was largely supported, he said, by the phosphate industry, which had been completely swept away. All the crops in the surrounding islands, consisting of sea island cotton and food crops, were lost.

In a radius of a few miles there was a population of 150,000, the overwhelming majority of whom were negroes. The loss of the crops with the loss of the houses and the cessation of the phosphate industry leaves them without means of support. Without speedy and substantial aid there will be great suffering and actual starvation. The Mayor said the City of Beaufort could take care of itself, but the surrounding population on the islands were in a great measure houseless and destitute.

A citizens' meeting was held this morning, at which a committee was appointed to hurry the work of cleaning up the town, and another with Collector of Customs Robert Small as Chairman, to issue a public appeal to the country. Collector Small confirmed the sad story of death and devastation.

The address is as follows:

"It becomes my painful duty to appeal through the friends of humanity for aid for the sufferers from the cyclone which passed over this section on Sunday night. Every wharf and warehouse has been demolished, windows shattered, houses unroofed, and trees blown down. While full accounts have not yet come in yet enough have come to say that the loss of life and property has been truly appalling. Within a radius of twenty miles between 400 and 500 lives have been lost. On the Island of St. Helena, proverbial for thrift, for enterprise, already over 150 have been reported drowned.

"From everywhere comes news of houses having been swept away and crops totally destroyed. These sea islands are the homes chiefly of negroes, who by thrift and industry have made themselves homes, with no one to molest or make them afraid. In one night all have been swept away. They are now homeless and almost naked. Their bedding, furniture, and clothes have been carried away by the angry waves. While writing in this town the rain is destroying what has been snatched from the sea. We earnestly ask for aid in feeding and clothing the hungry and naked."

Monday morning, after the storm, there was not a single street in Beaufort that was passable. The trees have now been cut away and timbers moved to one side so passage is possible.

Port Royal suffered severely in the storm, but her wharves will be repaired in time for the first direct-trade ship. The Government drydock escaped without material damage. Capt. Beardsley says though overflowed and filled with water, this can all be pumped out and not much damage result.

The buildings of the Government were on high ground and escaped, though smaller houses near by on lower ground were swept completely away, with their occupants.

The damage to the phosphate industry, to shipping, warehouses, commerce, merchandise, dwellings, and crops around Beaufort and Port Royal will reach $2,000,000.

ON THE WAY TO BEAUFORT.

Country Devastated and Hundreds of the Poor Suffering.

From a Staff Correspondent of THE NEW-YORK TIMES.

YEMASSEE, S. C., Sept. 1.—The journey through this country from Charleston to Yemassee brought to light even a more pitiful state of affairs among the poor woodchoppers, mine workers, and employes in the phosphate works along the line than did the trip down to Charleston on the Coast Line.

It would have been possible to have taken a boat such as sportsmen carry in the Adirondacks and to have sailed the entire distance from Charleston to Yemassee with but few ferries. The country was literally flooded, at least so far as the immediate vicinity of the railroad was concerned.

Every stretch of woodland that was passed showed that the trees had been mowed down by the hurricane as they had been on the seacoast line.

Along this route, however, the greater part of the territory is not wooded, but is low land devoted to rice plantations. At every stop negroes of the type peculiar to South Carolina crowded around the train and begged for money and food.

The passengers had no food to give them, but were liberal in distributing their small change. These negroes, who speak a language that to a Northern man is almost unintelligible, told pitiful tales of death and suffering among the people from whom they came.

Their ignorance was so dense and their powers of explanation so limited that one could get little information in detail from them. The theme of their story all through was that the waters had risen and the trees had fallen, bringing death with them, and that a great many of the people had been either drowned or killed otherwise.

About dark the passengers on the train began to hear music that to Northern ears seemed strange in the woodlands and on the rice plantations. It was the darkies singing the queer chant they use when one of their number dies. This chanting was heard at intervals for hours as the train moved on toward Yemassee.

The poor people are so thoroughly isolated that the Coroner or the undertaker is unknown to them. Their dead are placed in rude pine coffins and buried in trenches without regard to the formalities which law and religion necessitates and suggests in more civilized places.

The train arrived at Yemassee about 2 o'clock in the morning. There the correspondent left it to take the Port Royal and Augusta Road to Beaufort. Yemassee apparently has nothing to give it a name beyond the fact that two railroads cross there.

In these sad times in South Carolina, however, one railroad waits on another, even though the delay be for half a day, and the Port Royal train was in waiting.

The greater part of the journey to the Coosaw River was made without interruption, the washouts in the tracks all having been repaired. The Coosaw is really nothing more than an arm of the sea, ordinarily about two miles wide.

It is crossed by a trestle. Fully three-quarters of a mile of this trestle had been destroyed and the passengers had to be transferred.

There was a steamboat in waiting, one of the ordinary Southern river type, and aboard this the passengers started out. Even at this time, nearly four days after the hurricane, the Coosaw was in a state of turmoil, and the feeble old river boat had a hard time of it getting to Beaufort.

The Captain of the transfer boat, a Port Royal man, named Zeke Wilson, said that in his opinion the loss of life in the islands around Port Royal Sound could not be less than 600 and might be many more, for, said he, "Most of the land on these islands, especially about the rice plantations, is so low that I am sure that the unfortunate people on them and such live stock as they owned must have been carried away.

"The sea was running very high, certainly high enough to wash over the lowlands. It will never be known how many of the blacks on the rice and cotton plantations have perished, for they bury their dead as soon as they find them, and those people do not keep any record of such matters. For a long time to come, though, we will be finding the bodies of the unfortunates washed upon the islands hereabout."

General Agent Hohenstein of the Manhattan Life Insurance Company's Georgia branch was at Beaufort the night of the storm, and to THE NEW-YORK TIMES's correspondent he said:

"Such a night as we experienced here can hardly be imagined by those who were not with us. The sky looked ugly all day, and for that reason I did not want to leave my wife and children here alone. About the middle of the afternoon the storm struck here. The first effect that I saw of it was the fall of the great oak in front of the Sea Island House.

"The wind soon increased to a gale, and by 4 o'clock in the afternoon was blowing so hard that every house here was shaken. There was not a let-up in the wind or the rain all night.

"At midnight the wind was fiercest. Then great trees all around us as far as eye could see were being uprooted or snapped off.

"The people here were very much frightened. Many of them came over to the old hotel, which they looked upon as one of the safest places.

"We were expecting every minute to have the roof blown from over our heads. Most of the people seemed to think that death was near them, and prayers were being made wherever a few of them got together. It seemed an age before daylight came. We could see that nearly all of the buildings and stores across the street from the hotel were wrecked.

"The big side-wheel steamer Pilot Boy had been pitched up here in front of the hotel as you see it now. The three tugs which you see had suffered the same fate, as had three pilot boats; a three-master schooner, and all these yachts and fishing boats.

"To one who sees the place as you see it now it is hard to understand the ruin that has been accomplished. Pretty much everything of importance in the business of the place has been wiped out.

"On that road of piles which you see there stood Waterhouse's cotton gin; it fell in with the wharf on which it was built. About all the stores in the place and the ferry house suffered."

No report, except by word of mouth has been received from St. Helena Island, where there was a population of 4,500 people, mostly negroes. It is said that when the returns are received from this island the death list will be increased by hundreds. Four hundred persons have been buried.

Among the people left on the island the suffering is said to be intense. Their poultry, their pigs, and their cattle, on which they mainly depended for food, have been killed, and the Coroners who have visited the island say that the stench of decaying animal matter is enough to breed pestilence. The people are in the main unhoused, besides being hungry. Having been driven from their homes in the night, most of them are now without even the miserable clothing with which they used to cover themselves.

Their appeals for food to the Coroners and others who have visited them are heartrending.

SAFE IN SAVANNAH AT LAST.

Passengers of the City of Savannah Brought in by a Tug.

SAVANNAH, Ga., Sept. 1.—A NEW-YORK TIMES correspondent ascended the tower of the City Exchange, 150 feet high, this afternoon, and with a powerful glass was the first person in Savannah to sight the tug Jacob Paulsen as she came into the entrance of the river, just off from Tybee Island, with the remainder of the crew and wrecked passengers of the steamer City of Savannah.

The tug left Savannah with Capt. W. Savage of the ill-fated ship and several of his crew at 5 A. M. Thursday, and took on board George W. Lamar, a relative of some of the wrecked passengers.

On the return to-day the harbor presented a grand sight as the little craft passed along the river with its happy cargo. Every whistle along the city front saluted the tug. As the steamer drew up to the dock there were cheers for those on board.

Capt. Savage's face beamed with delight as he said: "Everybody is saved. I am satisfied. The delay in getting back was the result of the separation of the party. Some were on St. Helena Island and the balance on Hunting Island, and the Paulsen had to make a longer and more difficult trip than had been anticipated. These people were wild with joy when they saw the Paulsen ins ight, and, of course, I was equally delighted to know all were safe.

"I think there is a chance of saving a part of the Savannah, after all. While the upper works have been washed away, the sea is not breaking as heavily over the ship as I expected and there is a chance to save her."

Second Officer Partelow and the boat that he commanded landed on Coffin Island. They staid at the Summer home of Senator Don Cameron from Tuesday morning until last night. They did not suffer from want of food; in fact, the larder of the Senator's home was freely opened to the shipwrecked passengers.

The ladies in the second officer's party suffered from lack of clothing. They had but little, some of them being in their nightdresses. The people on Coffin Island boarded the Paulsen last night. The tug then went to Hunting Island and rescued the first officer and his charges this morning.

"The distance from Coffin Island, where the second mate's party was, to Hunting Island is seven miles. Neither party knew where the other was. As soon as land was reached, Second Officer Partelow dispatched the boat back to the ship, but she could not reach the vessel and came back. Partelow went back to the ship yesterday morning. She appeared as she did when deserted.

"When the first mate's boat approached Hunting Island the scene was one of great desolation. Water was almost everywhere. All hands were compelled to wade up to their waists in water to reach shore. The Hunting Island party started from the City of Savannah at 6 o'clock. It took two hours to reach the island, and the lighthouse was reached at 11 o'clock. The passengers had to walk to the lighthouse, a distance of several miles. Considerable of the distance was through water. The babies were held above the heads of those who carried them. The island was a wilderness, say the passengers. They lived in the lighthouse.

The people landed by the Paulsen included Dr. G. W. Lamar, Mrs. Lamar, and two children; Miss Mary L. Hooker, Mrs. Barrow, Mrs. John Norman, Ellen A. Norman, Annie Love, Mrs. C. Hooper, Mrs. Ellen Wade, and the stewardess, Jane.

Lighthouse Keeper Coste reports the woodwork of the City of Savannah all washed away, but believes the hull can be saved. Two men are watching her.

Capt. Rogerson of the Paulsen told this story of his trip: "We reached our first destination at 3 P. M. yesterday. It was Senator Don Cameron's home on Coffin Island. There we found the second mate and his men and four ladies and a nurse. This morning we sent the small boat ashore to Hunting Island. There we found the other men, the ladies, and the babies. All were in fairly good condition, in fact, better than could be expected when the rough times they had gone through were considered.

"I suppose it would have been hard to find more delighted people than they all were when they learned that all of the other passengers and crew had reached Savannah safely and were awaiting them there. The Paulsen is a fast tug and made fast time, but she could not go fast enough for them. It was a pleasure to see their happiness when the city came in sight."

The tug picked up the crews of two wrecks. One belonged to the schooner M. C. Miller, Capt. Patterson, bound from New-York to Jacksonville. She was light and could not stand the gale. The Miller is on Bull's Ground and is a complete wreck. The crew numbers eight men.

The second crew belonged to the American brigantine Clarence McGilvery, Capt. McGilkey, which is lying eight miles outside of Port Royal in Coosaw River marsh. She was loaded with phosphate rock. She is a total wreck, being sunk in the mud and all her rigging gone. The McGilvery's crew numbers but eight men, two having been lost during the gale.

On the tug which left yesterday morning were an officer of the Savannah and a couple of the crew, in addition to Capt. Savage. These three will be stationed where they can keep a watch over the wreck until relieved by the insurance people or until it goes to pieces and is swallowed up by the waves.

The steamship Tallahassee, which left New-York on Monday, brought in this morning the Captain and crew of the barkentine Freida A. Willie of Thomaston, who were taken from the schooner Annie L. Kranz by the Tallahassee yesterday afternoon at 2:50 o'clock, in latitude 33° and longitude 78° 48', off Cape Romaine. The Willie was struck by the gale at 8 o'clock Sunday morning and was blown on her beam ends. Then she sprung a leak, and the Captain cut all the masts away to save her. This failed, and she was soon waterlogged and completely at the mercy of the sea.

The crew suffered fearful agonies, without food or water until Tuesday, when the Kranz came to the rescue. As soon as the Tallahassee was sighted yesterday, the schooner signaled and asked Capt. Atkins to take the shipwrecked men. He complied, and they were brought to Savannah. From here they will be sent to Thomaston. Before abandoning his vessel, the Captain of the Willie set her afire to remove her from the path of navigation, and the hulk is now burning off Georgetown, S. C.

Capt. Atkins reports a delightful trip down from New-York, but the sea is full of floating wreckage south of Hatteras. It consists of cross-ties, yellow pine lumber, furniture, and everything imaginable. Yesterday morning the Tallahassee passed close to the schooner Joseph Souther, whose crew was rescued by the Birmingham on Wednesday. The Souther is waterlogged and will soon go down.

At 11:15 o'clock yesterday morning Capt. Atkins sighted an unknown timber-loaded vessel breaking up, thirty-nine miles southwest of Frying Pan Lightship. Her cargo of timber was floating about in every direction.

Capt. Savage has been presented with this memorial commending his bravery and skill in handling his ship and saving his passengers:

"We, the undersigned passengers on board the steamship City of Savannah, on her trip from Boston to Savannah, Aug. 24, 1893, take this means to testify our high appreciation of the skill and bravery of Capt. George Savage and his officers and crew, as displayed during the terrible experience of the stranding and loss of his ship. We also wish to give expression to our feeling of thankfulness for the manner in which we were treated by all connected with the ship."

The memorial was signed by Dr. E. A. Todd, John McDonald, B. A. Williams, Manning Connelly, George Randall, John Norman, George Darlow, Ashley Hooker, Dr. Nathan Barrows, Edward Pryor, John J. Wade, John W. Armstrong, the Rev. Dr. Edward P. Hooper, Miss May Hooper, Ellen Wade, Mrs. C. Cooper, Annie Love, Dr. G. W. Lamar, Mrs. Lamar, Miss Norman, Master Norman, and Mrs. Barrows.

INJURIES TO THE NANTUCKET.

Lieut. Hosley Makes His Report and Is Praised by the Secretary.

WASHINGTON, Sept. 1.—Lieut. H. H. Hosley, commanding the old monitor Nantucket, has reported to Secretary Herbert that the injuries to that vessel from its terrible experience off Hatteras during the great hurricane consist mainly in the imperfect joints around hatches, hawse pipe, and air parts, leaky condition of ventilating engines, and want of free communication between bilge compartments.

"These defects," says Lieut. Hosley, "rendered the birth deck and officers' quarters uninhabitable when at sea, owing to the extreme heat and excessive dampness, eating and sleeping being impossible except on the turret and superstructure."

The manner in which the Nantucket was buffeted about during the big storm is briefly told in the report.

"During the gale," says the Lieutenant, "the wind blew with great violence and the sea was running very high. The vessel proved herself a very good sea boat, riding the seas surprisingly well, and were it not for the very unsatisfactory condition of the quarters below we would have been as comfortable as could be expected.

"During all of our trip everybody was kept at work night and day keeping the bilges clear, and on other work that became necessary from time to time. Officers and men behaved admirably and to my entire satisfaction, and, while every one on board did his whole duty and more, I cannot refrain from calling the attention of the department to the indefatigable energy and efficient work of Chief Engineer J. L. Hannum, who was to me a most valuable assistant throughout our experience."

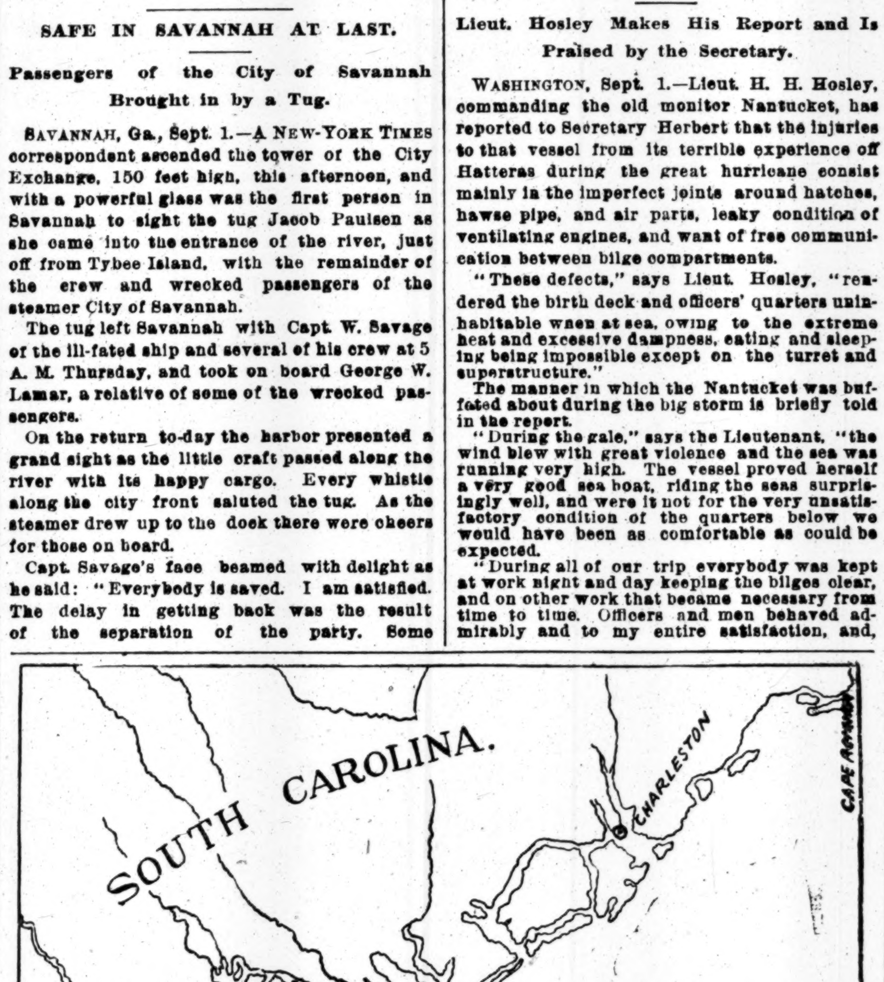
In forwarding the report to the department, Admiral George Brown, commanding the Norfolk Navy Yard, indorsed it with a reference to Lieut. Hosley's modesty in neglecting to tell of his own bravery, and recommended that he be commended. Secretary Herbert to-day approved the recommendation and addressed Lieut. Hosley a letter, in which he says:

"The modesty of your report appears to the department to be equal to the very extraordinary merit as a seaman you had the opportunity of exhibiting during the severe storm to which the Nantucket was exposed.

"The department takes great pleasure in joining you in commending the officers and men under your charge, and especially Chief Engineer J. H. Hannum for his indefatigable energy and efficient work during the trying scenes through which the Nantucket and her crew so triumphantly and happily passed."

To Commander N. Crowninshield, who commanded the United States steamer Kearsarge, the vessel engaged in towing the Nantucket, Secretary Herbert sent the following complimentary note:

"Your conduct throughout this matter, the department is gratified to state, has fully justified the great confidence felt in your skill, discretion, and courage as an officer and seaman."



The South Carolina Coast.

THE STORM ON THE COAST.

A Region Poorly Fitted to Withstand Such an Onslaught.

The path of last Sunday's hurricane along the southern coast of the United States covered all the country between the Savannah River and the mouth of Charleston Harbor. Port Royal and the United States naval station on Paris Island were in the very centre of the storm's fury.

Observations of the United States Weather Bureau indicate that the hurricane had its origin in West India waters. Probably the records of the great blow will show the starting point to have been a little to the northward and eastward of Cuba. As in the case with most hurricanes, this one increased in velocity and power as it advanced. It traveled up the Florida coast in a course a trifle to the westward of north.

Like all hurricanes, the one of last Sunday gave indications of its advance by those signs which, to experienced navigators, are unmistakable. More than thirty hours prior to its advent on the Carolina coast shipmasters in waters contiguous to that coast noted a peculiar haziness of the atmosphere, the accompanying lassitude produced by the condition of the air, and an ominous stillness. Then followed a steady fall in the barometer, with light breezes swelling into strong winds, and shifting from one point of the compass to another. Finally, and just preceding the appearance of the hurricane in full force, came an obscuration of the sky by a uniform sheet of cloud of increasing density.

The hurricane tore up the Florida coast with a roar which was deafening. The sea lashed itself into fury, while huge waves which had their origin almost at the starting point of the blow drove headlong on, carrying everything before them. With a sweep of fully 400 miles in which to add to its terrific force, the hurricane struck in between Tybee Roads and Charleston Harbor with an energy which threatened to annihilate all in its track.

The coast line between Tybee Roads and Charleston Harbor is generally a low, sandy beach fringed with underbrush. The entire coast is rich in islands which furnish as a product of their soil the sea-island cotton for which Georgia and South Carolina are famed.

The working of the cotton fields is intrusted almost entirely to negro hands, under the supervision of overseers. All along the coast of the Carolinas are the roughly-built huts of the negroes, while further inland and on the higher ground are the houses of the white owners.

The centre of the storm's path appears to have moved over Port Royal Roads and then along the lines of the Broad and Beaufort Rivers. These waters were the scenes of hot naval engagements during the late war. Hilton Head, on the left of Port Royal Sound, and Bay Point, on the right, were both owned by the Confederates on the outbreak of the war. Du Pont circled a large fleet of war ships inside Port Royal Sound and battered both defenses into subjection.

Broad River, as one enters Port Royal Sound, is on the left. Beaufort River is on the right. Between the Broad and Beaufort is Paris Island, and on the island and distant three miles from the mouth of Beaufort River is the United States naval station. This station, because of its proximity to the town of Port Royal, is known as the Port Royal Station.

The town is above the station and is separated from it by an arm of the Beaufort River. This branch is by many termed Port Royal Creek.

The town of Port Royal is not large. There are, however, many pretty dwellings and several large grain elevators. Lately the place has had little or no business of importance, and this is particularly strange since probably no town in the entire South possesses the water facilities of Port Royal. The entrance to Port Royal will accommodate vessels drawing 26 feet. There is claimed for it a depth of 28 feet, but the experience of Government pilots makes them averse to allowing more than 26 feet.

For the last two years the United States Navy Department has been actively engaged in the construction of a wooden dry dock at the Port Royal naval station. From a mere naval depot of little importance the Port Royal station is to be developed to accommodate the large coast-defense battle ships building for the new navy. The existence of a dry dock on Paris Island of the size determined upon by the department will give the navy a docking station south of Cape Hatteras. At present no docking facilities exist for battle ships south of Chesapeake Bay.

Twelve miles above the naval station is the old town of Beaufort. Before the war it was far famed as a resort of the aristocratic families of the Carolinas. Wealthy planters and land owners lived in Beaufort during the summer season, and there one always found the élite of the South. Beaufort was early captured by the Union forces, and continued to be held by Northern troops throughout the greater part of the war. At the close of hostilities it was only a semblance of its former self, and its old state has never been recovered. There are still many old dwellings at Beaufort, which are still used as Summer homes, but there is lacking, so old South Carolinians say, the wealth which characterized the place in former days.

Beaufort is built at a bend in the Beaufort River. From the water the place is almost hidden by great oaks and rich foliage. Just back of Beaufort is a national cemetery in which are buried 15,000 Union soldiers.

Beaufort is crowded with negroes. In fact, the entire country back of Port Royal and in and around Beaufort swarms with them. The region in which Port Royal and Beaufort lie is known as the "Black District." There is no part of the South, perhaps, possessing a greater number of negroes in an equal area.

The greatest part of the loss of life caused by the hurricane appears to have fallen upon the negroes. The blacks of the Beaufort district are poorly housed. The storm probably made shuttlecocks of their dwellings, and in the general demolition falling roofs must have killed many of those huddled beneath for shelter.

The country around Beaufort, and extending north to Charleston, is cut up by creeks and rivers. The United States revenue cutters stationed on the Carolina coast are able to traverse almost the entire distance between Beaufort and Charleston by inland routes. Save for Mosquito Creek connecting the Ashepoo and South Edisto Rivers, steam craft can ply readily between Beaufort and Charleston.

Along those inland streams are numerous rice and cotton plantations. Few whites live on these streams in the Summer months, as the region is not deemed healthful. The negroes appear to be proof against climate conditions on the Southern coast.

As the inland streams are generally deep and have short distance connections with the sea, it is readily seen how immense bodies of water could have been forced up their channels by the storm, causing the surrounding country to be inundated. At such times frail negro huts must have been swept away, and their occupants either drowned or forced to brave the hurricane in the open. The revenue cutter Boutwell, according to Savannah dispatches, rescued one family from a house already afloat with its occupants.

The waters in and about Charleston are famed in history as the scene of Gillmore's operations. Historic Sumter and Moultrie look over Charleston's harbor, and on Sullivan's Island close by were the long lines of earthworks which helped to defend the city.

The country back of Charleston is comparatively high, and being the mainland proper, was free from the effects of the ocean waves.

DISASTERS ON THE OCEAN.

More Reports of Vessels Wrecked by the Great Storm.

The steamship City of Augusta, which arrived yesterday from Savannah, reports having sighted, on Aug. 30, eighteen miles south of Charleston, the schooner Harold G. Beecher of New-Haven, Conn., dismasted, waterlogged, and abandoned. The Beecher sailed from Brunswick, Ga., on Aug. 28, bound for New-Haven. She had on board a cargo of lumber, which was valued at $15,000. The vessel was dismasted by the cyclone, and was abandoned by her crew, who were taken into Charleston by the schooner Morris W. Child.

The City of Augusta also reports sighting the hull of a large sailing vessel, which was burned almost to the water's edge. The wreck was still smoldering when the steamship passed. There was nothing by which the identity of the vessel could be established.

WILMINGTON, N. C., Sept. 1.—The British steamer Erie, from Hampton Roads, arrived at Southport to-day, having in tow the abandoned bark Linden, supposed to be Norwegian, picked up at sea. The bark is loaded with mahogany and is waterlogged. The hailing port of the bark is Krogero. The Captain of the steamer reports having seen two more abandoned schooners near the same place. The schooner Jennie Thomas, previously reported in a waterlogged condition, arrived at Southport to-day.

HAVANA, Sept. 1.—The steamship City of Washington, Capt. Hurley, which sailed from New-York on Aug. 26, arrived here to-day. She had aboard Capt. Ritch and the crew of the brig Stell, which sailed from Brunswick on Aug. 25 for New-York, and was lost in the storm.

QUEBEC, Quebec, Sept. 1.—Disasters in the Gulf caused by the late storm continue to be reported, and it is feared more are to come. It is rumored that two Quebec tugs, one the Dauntless, were lost down the river and that the Captain and engineer of the Dauntless were drowned. Contractor Connelly's dredge St. Joseph, valued at $60,000, was swamped in the Gulf while towing from St. John, but the crew were saved.

WASHINGTON, Sept. 1.—The Lighthouse Service, as a result of the recent storm near Charleston, sustained serious losses. Among them are: Total loss of lightship stationed off Rattlesnake Shoals; Morris Island range light; keeper's dwelling at Fort Sumter; lighthouse depot at Castle Pinckney; lighthouse tenders Wistaria and Taros badly damaged, and all the buoys in Charleston Harbor destroyed or out of place.

Life-Saving Stations Opened.

LONG BRANCH, N. J., Sept. 1.—The forty-and-odd life-saving stations on the New-Jersey coast, from Sandy Hook to Cape May, which have been closed since June 1, were reopened this morning. Each station is manned by a keeper or Captain and seven men.

The keeper alone is in the employ of the Government the entire year. For this service he receives $800 a year. The men receive $60 a month each for the nine months they do guard duty. The Captain and the crew furnish their own food, the Government furnishing house rent free.

An effort will be made this Winter to have Congress enact a law requiring all stations to be kept open the entire year, and also to increase the pay of the life savers.

Seeking Help in Washington.

WASHINGTON, Sept. 1.—Senator Butler returned from the South this morning. When he reached Washington he found a telegram from Port Royal informing him of the condition of affairs there and urging him to join with the other members from his State and see what could be done to relieve the people who are in distress.

The Senator will call upon the Secretary of War in the morning and endeavor to secure some action by that department in the way of an order providing a supply of tents and rations for those who are homeless and without food.

The Senator does not see any hopes of securing relief through legislative action, for Congress has always in the past declined to appropriate money for this sort of relief, holding that that was the duty of the State.

Deaths May Number One Thousand.

BEAUFORT, Sept. 1.—It seems highly probable that the estimate of a thousand lives lost in Sunday night's storm on the islands in this vicinity is within bounds. The correct number will never be known. For the next year or so they will be finding skeletons of the lost in the marshes.

There will be great destitution among these sea island negroes, and the appeals for help which are being sent out are necessary.

Receiver Averill of the Port Royal Road has taken an active interest in the matter, and has sent telegrams to Gov. Tillman and Congressmen. Another citizens' meeting was held to-night to push the matter.

Insurance on the Savannah.

BOSTON, Sept. 1.—The insurance on the wrecked steamer City of Savannah amounted to $200,000, of which $150,000 was on the vessel and $50,000 on the cargo. Only $20,000 of the insurance on the vessel is with American companies, the balance of the risk being held in Europe. Of the $50,000 on the cargo, the bulk is held by the United States Lloyds. This amount was placed by the steamship line and represents about the full value of the cargo.

SETTLED THE SUIT OUT OF COURT.

Miss Leary's Action Against Mrs. Paran Stevens Discontinued.

The differences between Mrs. Paran Stevens and Miss Anna Leary have been settled out of court. Miss Leary, as the executrix of her brother, Arthur Leary, who died about three months ago, brought suit recently in the Supreme Court for a settlement of accounts against Mrs. Stevens. Mr. Leary had been the manager for Mrs. Stevens's interests ever since the death of Paran Stevens twenty years ago.

When Mr. Leary died he had in his possession securities to the value of about $1,000,000 belonging to Mrs. Stevens. These were delivered to Mrs. Stevens on her demand. Afterward Miss Leary found that some of these securities were held as collateral for certain obligations said to have been contracted for on Mrs. Stevens's account. As the estate of Arthur Leary became directly responsible for these obligations after the securities were surrendered, Miss Leary brought suit for an accounting and for the determination of the ownership of the collateral. Two weeks ago it was announced that the matter was amicably settled, and a motion was made for the discontinuance of the suit. On consent of both sides, Judge Van Brunt yesterday signed a judgement settling the action.

Mrs. Stevens in her answer had accused Mr. Leary of speculating with her fortune for his private benefit. At the time of his death she professed to have discovered that he had misappropriated $55,000 of profits accruing from these speculations.

According to Judge Van Brunt's judgment certain of the disputed securities are to be held until all liability of Mr. Leary's estate with regard to Mrs. Stevens's personal obligations shall have been settled.

To James M. Rankin, who claimed certain of the securities, and who was made a co-defendant with Mrs. Stevens, was awarded the possession of the property he showed to be his.

GEN. DRAKE SAYS GEN. PLUME LIED.

The Commander of the Veteran Zouaves of Elizabeth, N. J., in War Paint.

ELIZABETH, N. J., Sept. 1.—Gen. J. Madison Drake, Commander of the Veteran Zouaves, who were recently disbanded as a Gatling gun company by order of Gen. Plume, severely criticises the latter. Gen. Drake says he cannot understand why Gen. Plume has refused to remuster the Zouaves, after having specifically promised to do so, if they would reorganize in accordance with the National Guard laws.

Gen. Drake evidently considers Gen. Plume's action largely personal. In an interview to-day he said:

"Gen. Plume's excuse for not remustering the Zouaves, as he repeatedly promised, is a mere pretext. He lied to me, and now doubtless chuckles over his brilliant coup in getting rid of the Zouaves, many of whom held higher rank in the Army of the United States than he gained in the few months he belonged to the Army of the Potomac.

"Plume evidently has never forgotten my encounter with him in the presence of Gen. Mott and Adjt. Gen. Stryker in the latter's office, when I made him hunt a place of safety, and Gen. Mott, who had got under a desk, laughed till the tears ran down his furrowed face. If I am not able to reach this doughty militiaman by a court-martial for the deceit he has practiced upon my command, I will have to content myself by holding him personally responsible when I find him in a congregation of State officials. Heaven help the militia if it ever has to face maddened men under Plume's command."

Gen. Drake concluded by saying: "The Zouaves will continue their organization and march on in the path they marked out when they returned with laurels at the conclusion of a war through which they served with honor and faithfulness, and they will be fondly remembered when Plume and his 'coffee-cooling' associates are totally forgotten."

Floquet Stoned by a Mob in Paris.

PARIS, Sept. 1.—M. Floquet, on leaving a stormy political meeting in the Rue Angoulême to-day was stoned by a mob of 6,000 persons.

Two revolver shots were fired into his carriage, but he escaped without injury.

Many persons were hurt in the scuffle.

"HUNYADI" WATERS.

Paragraphs have recently appeared in some Newspapers here stating that a New York firm of mineral water dealers are the lessees in America of the Hunyadi Waters of Buda Pest, and respectively sole agents in the United States for the famous Hunyadi Springs of Hungary.

These statements are *absolutely* false, and the intention with which they are made is obvious.

Before any Hunyadi Water was practically known in the United States, The Apollinaris Company, Limited, of London, widely and successfully introduced the Hunyadi Janos Water, the Proprietor in Buda Pest of the Springs having entrusted to them, for a term of years still unexpired, the sole sale of this water in England and in all transmarine places. Hunyadi Janos Water having become very popular, quite a number of other Waters are now offered for sale, under names, of which the word Hunyadi forms part, and in bottles, and with labels, closely resembling in appearance and color those long used for Hunyadi Janos Water.

The word "Hunyadi" having become a generic name for Hungarian Bitter Waters, good, bad or indifferent, The Apollinaris Company affixed to the bottles of Hunyadi Janos, the Hungarian Bitter Water of which they have still the sole sale, a small Yellow Label with their Red Diamond, the object of this Trade Mark being *only* to indicate to the Public that the bottle so labelled is sold by The Apollinaris Company, Limited.

Consumers, who desire to secure the Hungarian Bitter Water sold by The Apollinaris Company, are requested to see that the bottle bears the Red Diamond and they are cautioned against such absolutely false statements as those contradicted herein.

CHARLES GRAEF & CO.,
32, Beaver Street, New York,
Sole Agents in the United States and Canada of The Apollinaris Company, Limited, London.

LIGHT AND HAPPINESS COME TO YOU —if you're a suffering woman. The messenger in this case is Dr. Pierce's Favorite Prescription.

Maidenhood,
Womanhood,
Wifehood,
Motherhood,

—all need the best of care, proper regard for hygiene and—the "Prescription."

It's a tonic and nervine, a remedy prescribed by an eminent physician and specialist for all the peculiar ills and ailments of women.

Some dispositions are sunny even in pain. But, it was not meant that women should suffer so. She need not, while there's a remedy that regulates and promotes all the proper functions, dispels aches and pains, brings refreshing sleep and restores health and vigor. In the "complaints," weaknesses, and irregularities of womanhood, it's the *only guaranteed remedy.*

If it fails to benefit or cure, you get your money back.

CHOLERA IN MANY LANDS.

Reports of Fresh Cases and Deaths Come Across the Ocean.

LONDON, Sept. 1.—The port of Grimsby, in Lincolnshire, has been declared to be infected with cholera, and traffic between it and other British ports has been prohibited. In August there were eighty deaths in Grimsby from what was called at first diarrhea and, later, a choleraic disease. The general belief now is that many of these deaths were due to cholera.

A woman died of a diarrheal disease in Hull yesterday. It is rumored that she had Asiatic cholera.

ROME, Sept. 1.—Two fresh cases of cholera and two deaths were reported in Genoa on Tuesday. Seven fresh cases were found in the City of Alessandria yesterday. In Palermo the number of fresh cases averages thirty daily. Several cases of cholera have been found in this city, Messina, and Catania.

AMSTERDAM, Sept. 1.—The cholera returns for to-day are: Rotterdam, 1 fresh case, 1 death; Kralingen, 1 death; Leerdam, 4 fresh cases, 1 death; Deventer, 1 death; Hansweert, 3 fresh cases, no deaths.

CONSTANTINOPLE, Sept. 1.—Cholera caused fifty-three deaths in Smyrna between the 28th and 31st ult. There were sixty-nine cases reported in that time.

ST. PETERSBURG, Sept. 1.—The official cholera record by provinces for the last week is as follows: Podolia, 962 fresh cases and 285 deaths; Kursk, 493 fresh cases and 181 deaths; Kasan, 390 fresh cases and 104 deaths; Vladimir, 337 fresh cases and 116 deaths; Tula, 358 fresh cases and 100 deaths; Lomja, 105 fresh cases and 64 deaths; Volhynia, 124 fresh cases and 49 deaths; Kharkoff, 182 fresh cases and 87 deaths; Kherson, 185 fresh cases and 103 deaths; Don, 172 fresh cases and 93 deaths; Ekaterinoslav, 72 fresh cases and 72 deaths.

In St. Petersburg City 40 fresh cases and 15 deaths have been reported; in Moscow City, 102 fresh cases and 58 deaths.

IRELAND NOT REBUKED.

The Archbishop of St. Paul Denies that He has Received Censure from Rome.

The *Catholic News* of this city has received from its Rome correspondent a translation of a letter sent by Archbishop Ireland of St. Paul, Minn., to the *Univers* of Paris and reprinted in the *Moniteur de Rome.*

The intention of the Archbishop was to refute the statements recently made by French journals that the Papal encyclical sent not long ago to Cardinal Gibbons was a condemnation of Archbishop Ireland's ideas on the school question. It was also said that Archbishop Ireland had lost favor in Rome, and that a "Monitum" had been issued to him enjoining him to abandon his previous position and to restrict to the two cases of Faribault and of Stillwater the decision of the "Tolerari potest" which the Propaganda rendered last year in his favor.

"No 'Monitum' has been addressed to me," says the Archbishop, "and no sign has been given which would indicate that the good will of the Holy See has been withdrawn from me." He adds:

"The letter to the American Bishops does not condemn my position and is not understood in that sense by the American public and by the Delegate Apostolic in the United States, Mgr. Satolli.

"The decree of the 'Tolerari potest' subsists in the sense attributed to it by the Cardinal Prefect of Propaganda. I am at present occupying myself in extending certain parishes of my diocese which are in conditions and circumstances such as to justify that decree.

"It was never the intention of any American Bishop, it was never mine, to abolish or to set aside the legislation of the Council of Baltimore on education, but in several localities since the time of the council we find ourselves confronted by a state of things not foreseen by the council, and our action in these new circumstances unknown to the assembly of Baltimore was according to the spirit if not to the letter of its decrees.

"The misfortune is that there are people who do not perceive that the decrees of the Council of Baltimore, the 'Tolerari potest,' and the propositions of Mgr. Satolli agree perfectly. Those persons have never understood the situation, or do not choose to understand it."

Why Mr. Ridley Was Shot At.

Arthur J. Ridley of the dry goods firm of Edward Ridley & Sons, who was shot at at Bayport, L. I., early Thursday morning, did not come into the city yesterday, as he is on his vacation. His son, Henry Ridley, was at the office of the firm in Grand Street, and said his father had a narrow escape. He said he thought the object of the men who called at the country residence and made the attempt upon his father's life was robbery, although there never is much valuable property or money kept in a country house.

"Thursday was the first night there was only one man in the house," Mr. Ridley said, "and the robbers seem to have known that. Their idea probably was to kill or disable my father, and then terrorize the women, and so have time to ransack the house."

An Honor Gracefully Declined.

Two hundred and fifty members of the Chamber of Commerce united in tendering a dinner to Charles S. Smith, President of the organization, who has just returned from a trip around the world. Mr. Smith sent a reply to the invitation yesterday, saying, among other things:

"I cannot conceive that anything that I have ever done deserves this high compliment, and I will not attempt to disguise the pride and pleasure with which I have received it. You have placed me under bonds to perform more faithfully the duties incumbent upon a citizen of this city, in which it has been my privilege for more than forty years to find a home.

"Inasmuch as the annual dinner of the Chamber is so soon to take place, and in consideration of the disturbed financial conditions which prevail so extensively, I feel compelled to forego the pleasure which an acceptance of your invitation would afford."

ARMY AND NAVY.

Army Orders.

LEAVES OF ABSENCE.—Lieut. T. C. Dickson, Second Artillery, fifteen days from Sept. 2; Lieut. S. A. Kephart, Fourth Artillery, twenty days from Sept. 3; Lieut. Z. W. Torrey, Sixth Infantry, ten days from Sept. 4; Lieut. Hunter Liggett, Fifth Infantry, one month; Capt. J. P. Story, Fourth Artillery, two months from Sept. 5; Major J. B. Rawles, Fourth Artillery, two months from Sept. 1; Capt. O. M. Smith, Subsistence Department, one month and fifteen days; Lieut. J. L. Barbour, Seventh Infantry, fifteen days from Sept. 3; Capt. James Parker, Fourth Cavalry; Lieut. C. J. Stevens, Ninth Cavalry, one month's extension; Lieut. R. W. Dowdy, Seventeenth Infantry, one month; Lieut. H. H. McVay, Medical Department, fifteen days' extension; Capt. S. Y. Seyburn, Tenth Infantry, one month; Lieut. B. W. Leavell, Twenty-fourth Infantry, one month.

COLLEGE DETAILS.—Lieut. Charles D. Rhodes, Sixth Cavalry, is detailed as professor of military science at the Ohio Wesleyan University, Delaware, Ohio, Sept. 20, relieving Lieut. Benjamin W. Leavell, Twenty-fourth Infantry, who will join his company. Lieut. Charles L. Steele, Eighteenth Infantry, is detailed as professor of military science at the Agricultural and Mechanical College, Mississippi, Sept. 15. Lieut. Frederick C. Kimball, Fifth Infantry, is, at his own request, relieved from duty at the Norwich University, Northfield, Vt. Capt. Henry Catley, retired, is detailed as professor at Fairfield Seminary, Fairfield, N. Y.

RELIEVED FROM RECRUITING DUTY.—The following-named officers will be relieved from recruiting duty Oct. 1 and will join their regiments: Capt. Stephen Y. Seyburn, Tenth Infantry; First Lieuts. William E. P. French, Third Infantry; George R. Cecil, Thirteenth Infantry; William B. Reynolds, Fourteenth Infantry; Charles B. Hardin, Eighteenth Infantry.

COURTS-MARTIAL will meet at Fort Adams, R. I., Sept. 4, with Major F. G. Smith, Second Artillery, President, and First Lieut. Sebree Smith, Second Artillery, Judge Advocate, and at Mount Vernon Barracks, Ala., Sept. 6, with Col. N. W. Osborne, Fifth Infantry, President, and Capt. H. K. Bailey, Fifth Infantry, Judge Advocate.

MAJOR WILLIAM SINCLAIR, Second Artillery, is relieved from duty at Fort Warren, Mass., and will proceed to Fort Adams, R. I., and report for duty.

FIRST LIEUT. CARVER HOWLAND, Fourth Infantry, is detailed as a member of the general court-martial convened at Columbus Barracks, Ohio.

FIRST LIEUT. THOMAS J. CLAY, Tenth Infantry, is relieved from further duty pertaining to the World's Columbian Exposition at Chicago, Ill.

LIEUT. M. J. K. PATCH will relieve Lieut. W. W. Everett at the Boston Hydrographic Office Sept. 15, the latter going on one month's leave.

MAJOR F. G. SMITH, Second Artillery, is relieved from duty at Fort Adams, R. I., and will proceed to Fort Warren, Mass.

GOOD TROTTING IN THE RAIN

FOURTEEN FAST HEATS OVER THE FLEETWOOD TRACK.

A Pacing Race that Was Full of Lively and Unpleasant Incidents—Margrave Won the Hartford Purse of $10,000 Without a Struggle from His Only Competitor—Charley Green and Kingwood Have a Lively Contest in the Race for the Twenty-four Class Purse.

For what is practically a new trotting association the Driving Club of New-York, now holding a meeting at the Fleetwood track, is making a reputation. Under its management a lot of records have been broken at the track, and many new records have been made. Yesterday it made quite a novel record as a trotting association. Rain is always a bugbear to the managers of meetings where contests between horses in harness are a feature. It is considered the right thing to postpone meetings when rain falls.

The Driving Club of New-York broke away from the rule yesterday. Rain fell all the afternoon, but the races set for decision yesterday were all finished before nightfall, and the club can, if favored with pleasant weather, carry out the programme originally set for to-day this afternoon. Fourteen heats were trotted or paced, and four races decided, yet there was more or less rain falling during every one of the heats. It was a performance that satisfied the 2,500 people that went to the track, but it was one that astonished the old-timers, none of whom could quite understand why the races were not postponed as they have been from time immemorial whenever the heavens happened to leak a little.

The Pacing Race.

The first of the races that was called was that for the pacers of the free-for-all class. Of this event three heats had been paced on Thursday afternoon, two of these having been won by Flying Jib, and the third by Blue Sign. These two, Manager, Roy Wilkes, and Vitello all answered the call of Starter Walker. Flying Jib was naturally the favorite for the race, as it was believed that the night's rest he had been able to get would put him in fine fettle to win the heat and the purse.

Flying Jib might have got the purse but for the fact that there was a row during the race which resulted in his being put back to last place, the heat being given to Manager. All went well in the heat until the horses reached the backstretch, and then there was the liveliest kind of a time. Flying Jib was leading at the time, and was feeling his way along on the best part of the track when Doble caught up with him and tried to send Manager to the front. First he tried to go around on the outside and Kelly sent Flying Jib out nearer the middle of the track so as to crowd Doble to the extreme outside. Then Doble held back a bit and tried to get to the front by coming through next to the rail. To prevent this Kelly sent Flying Jib in toward the rail and "pinched" Doble there. All this was perfectly legitimate, but it was exasperating. Doble was mad clear through. He eased up a bit and fell back until he got clear sailing ahead. Then he sailed up alongside Kelly, and drawing his whip deliberately cut Kelly over the face with it, a performance which astonished every one, as Doble is reputed as being a gentleman and above that sort of thing. Then he went on and won the heat, Flying Jib making a bad break.

While Kelly and Doble were having their squabble the horses Roy Wilkes and Blue Sign, who were very far behind the leaders, got tangled up in some way. The horses managed to hit each other in their struggles to get free from the tangle. The result was that both had come to a standstill, and they hobbled home as best they could, both being distanced. Vitello and his driver did not manage to get tangled up in either the row or the accident.

When the party got to the stand there was a long confab in the judges' stand. Kelly was bleeding on the cheek, where he bore the marks of Doble's whip. Blue Sign was bleeding on one of his legs, where he had been cut in the scrimmage with Roy Wilkes. After the consultation the judges gave the heat to Manager, set back Flying Jib to the last place for foul driving, and fined Doble $100 for his assault on Kelly. Doble paid the fine without a murmur, made a most abject apology, and regretted that he had let his temper get the better of him and lead him to such an unseemly row. The two distanced horses were placed third and fourth, and were informed that they would be allowed to start in the next heat.

Both Blue Sign and Roy Wilkes were so badly used up that their owners decided to withdraw them, Blue Sign's injury being so serious that he will not be able to start again this year, and he is probably incapacitated forever. As G. D. Dougherty, his owner and driver, was found on investigation to be left by the accident without a cent in the world, all he had being bet on his horse, the officers of the meeting announced that they would return to him the money he had paid to start his horse in the race. Herdic, the poolseller, and Mr. Greenwood, the Secretary of the association, at once started a subscription for the destitute driver in order to get him and his horse back to Iowa, where they belong, and $200 was subscribed in a few moments. Budd Doble also gave the old man the services of his veterinarian to try and patch up Blue Sign's injuries so that he will be able to stand shipment to the West.

With but three starters, the fourth heat was paced, and it proved an easy thing for Manager, who beat Flying Jib home handily in 2:11, Vitello being a poor third.

The fifth and the final heat were easy for Manager, who won as he pleased, eased up at the finish. The summary:

Free for All, pacing; purse $2,000, divided.

Budd Doble's gr. h. Manager, by Nutwood-Carrie, by George Wilkes, (Doble)	4	2	2	1	1	1
Flying Jib, b. g., by Algona, dam by Middletown, (Kelly)	1	1	3	5	3	2
Vitello, blk. h., (Bever)	5	5	4	2	2ro.	
Blue Sign, b. h., (Dougherty)	3	3	1	4	dr.	
Roy Wilkes, br. h., (Davies)	2	4	5	3	dr.	

TIME.

	Quarter.	Half.	Three Quarters.	Mile.
First heat	0:31¾	1:03¾	1:36¼	2:09
Second heat	0:32	1:03¼	1:34¾	2:07¾
Third heat	0:32	1:03	1:35	2:09
Fourth heat	0:31¼	1:01½	1:35	2:09¾
Fifth heat	0:31	1:01¾	1:35	2:11
Sixth heat	0:31	1:02	1:36	2:13¾

The Three-Year-old Stake.

The Hartford Purse of $10,000, guaranteed, for three-year-old trotters, was the second race of the afternoon. There were but two starters out of the lot of horses nominated, and in spite of the fact that there was $1,500 to the third horse and $1,000 to the fourth. Yet none of the eligible animals tried for these lesser prizes. So Margrave and Double Cross fought it out. It was not much of a fight. Margrave was the speedier of the pair by several seconds, and he won the stakes without an effort in straight heats, making a record of 2:17½, the fastest heat of the three trotted. A feature of the race was that each heat was an improvement on the one that preceded it, and that in the face of the fact that the rain was falling and the track becoming heavier the longer the horses waited.

It is supposed that by his victory Margrave wins the third and fourth money under the rules, as well as the first, but there was no one at the track that seemed at all familiar with the conditions of the stake which was closed a couple of years ago. The summary:

Hartford Purse, subscription stake for trotting foals of 1890; $10,000, divided.

Kendall and Goodhue's roan c. Margrave, by Baron Wilkes-Spanish Maiden, by Happy Medium, (Doble)	1	1	1
San Mateo Farm's blk. f. Double Cross, by Sable Wilkes-Hinda Wilkes, by Guy Wilkes, (Goldsmith)	2	2	2

TIME.

	Quarter.	Half.	Three-quarters.	Mile.
First heat	0:35	1:08¾	1:44	2:19¼
Second heat	0:34¼	1:08	1:43	2:18¼
Third heat	0:34	1:07½	1:42½	2:17½

The Twenty-four Class.

Nine horses started in the 2:24 class trot, the race that proved about the most exciting of the day. The chestnut gelding Charley Green landed the first money after a protracted contest of five heats, winning after it seemed certain that he would be beaten.

Charley Green won the first of the heats without a particle of trouble, showing a lot of speed and trotting steady and true all through it. Daconis and Jessie Sheridan were the only two that were able to get near him, and they made a pretty poor showing against him at that. In this heat Kingwood was apparently "laid up," as the horsemen term keeping a horse from showing himself up unnecessarily when there is no chance of his winning the heat.

Green was a red-hot favorite over the field for the second heat, and this one he also won without a bit of trouble, and in the same way in which he did the opening dash of the race. He was a half dozen lengths in front of Jessie Sheridan at the finish, the latter getting the second honors in a brush through the home stretch, thanks principally to the fact that Kingwood broke badly just as the pair swung into the home stretch.

But the third heat was Green's Waterloo. Just as the horses got the word, Charley Green made a bad break, and before Daly could get him settled into his stride he was in the last place, and Kingwood was in the lead and fully a sixteenth of a mile in front of the favorite. It looked at the time the horses had reached the half-mile pole as though the heat would be entirely a contest between Kingwood and Jessie Sheridan. But when Charley Green got settled down into his stride a change came over the complexion of affairs. He went by most of the field as if they were tied to posts. In a sharp brush up the hill to the home stretch Daly managed to get Green into second place, and he was only a couple of lengths behind Kingwood when they swung into the stretch. But Kingwood lasted long enough to get the heat by a couple of lengths from Charley Green, who was a half dozen in front of Jessie Sheridan, Vrowsky, and Mischief all well together.

With a heat to his credit Kingwood now became the favorite in the betting and he got the fourth heat in exactly the same way that he won the third, Charley Green making another of his bad breaks at the quarter pole and then again overtaking all the horses in the race except Kingwood. Prince Henry managed to get home in the third place this time.

Before the fifth and final heat there was a change made in the driver of Charley Green, Daly getting out of the sulky to allow Stewart to handle the reins. The change was made at the request of the driver, who was annoyed by the charges that he had allowed the horse to break on purpose to lose the race. With Stewart in the sulky Charley Green managed to trot the mile without a break, and he was given the heat and the race, not because he won the heat for he did not, Kingwood beating him under the wire by a neck. But, unfortunately for the backers of Kingwood, that horse had broken three times during the heat, saving quite a bit by a skip of quite a distance just as the home stretch was reached. Charley Green had trotted all the way, and the judges, under the rules, gave him the heat and the race and placed Kingwood second.

The decision was considered a thoroughly fair and equitable one under the circumstances. The slogan of the crowd was "Give the heat to the horse that has trotted the mile, and not to the runner." That the judges did, and the crowd went to their homes satisfied, for this was the last heat of the afternoon. The summary:

2:24 Class.—Trotting; purse $1,500, divided.

M. Sullivan's ch. g. Charley Green, by Prator; dam by Vermont Hambletonian, (Daly and Stewart)	1	1	2	2	1
Andrew Miller's br. g. Kingwood, by Kentucky Dictator-Burchwood, by Blackwood, (Fowler)	9	3	1	1	2
Jessie Sheridan, b. m., (Von Volkenburg)	3	2	3	5	4
Daconis, b. s., (Devine)	2	5	9	8	7
Prince Henry, b. s., (Demarest)	7	4	7	3	3
Vrowsky, b. s., (Stinson)	6	8	4	9	5
Robert M. Taylor, (McDonald)	8	9	8	4	8
Mischief, b. m., (Riley)	5	7	5	6	6
Miss Wilton, br. m., (Herrington)	4	6	6	7dr.	

TIME.

	Quarter.	Half.	Three Quarters.	Mile.
First heat	0:35¼	1:10	1:45	2:20¼
Second heat	0:34	1:07½	1:42½	2:19¼
Third heat	0:35	1:09¼	1:44¾	2:18½
Fourth heat	0:35	1:09¾	1:45	2:20¾
Fifth heat	0:35	1:09	1:45	2:22½

The Four-Year-Old Stake.

The fourth race was the Realization purse of $2,000 for four-year-olds, and five of the seven animals eligible answered the call of the starter. Gray Dawn, a mare owned by Thomas Greenwood, Secretary of the Driving Club, was the favorite before the race and the winner in straight heats. The mare is a very pretty creature, by Startle out of Daybreak, by Harold, and her grand dam is the famous mare Midnight, the dam of Jay Eye See, Electricity, and others. She had to trot the third heat of the race in 2:22½, and so gets into the class of 2:30 performers for the first time.

May Dawn had a lot more speed than it was necessary to show in this race apparently, for there was nothing good enough in the class to make her extend herself in any of the three heats that were trotted. Rupert Gillig, who did nothing in the first two heats of the trot, managed to get the second place in the last heat, and he was nearer to her at the finish than any of the others had ever been, King Benton being the second horse in each of the two previous heats. McDonald, who drove Rupert Gillig, did not "out his horse loose" until the last heat, and he was very much disturbed because he did not win it, making a charge of foul driving against King Benton's driver, a claim that the judges ignored. The summary:

REALIZATION PURSE.—Subscription stakes for four-year-old trotters, $2,000, divided.

Greenwood & Stinson's gr. f. Gray Dawn, by Startle-Daybreak, by Harold, (Stinson)	1	1	1
King Benton, ch. c., (Carpenter)	2	2	3
Rupert Gillig, br. c., (McDonald)	5	5	2
McIvor, br. c., (Gibbs)	3	3	4
Billy Wilton, blk. c., (Snow and Swan)	4	4	dis

TIME.

	Quarter.	Half.	Three Quarters.	Mile.
First heat	0:35½	1:10	1:45	2:23
Second heat	0:37	1:12	1:48	2:26
Third heat	0:35	1:11	1:47	2:22½

THE CARD FOR TO-DAY.

With a Good Track the Trotting Should be Excellent.

To-day's card is the fullest of the week, and assuming that the track will have a chance to dry out during the morning, the four events should furnish good sport. Last night's rain will improve the track, and by noon the footing should be excellent.

The 2:12 trot comes first, at 1 o'clock. Among the six entered are Lee's Pilot and Directum, which have already performed this week, and are therefore very doubtful starters; but the four left in will make a rattling good race. Azoti will probably be first choice in the pools, and ought to win, with Pixley his most dangerous opponent. Scratches and duplicates will reduce the field for the 2:22 class to eight. Gabrielle finished second to Corinne at Buffalo in 2:14¼, beaten only a short head. Lora J. was an easy winner last week at Poughkeepsie, and Queechy was a fast, game trotter last year. The winner should come from among these three. Twelve fast pacers are named for the 2:15 pace. Frank Dortch is not here, and Little Daisy started earlier in the week. The fastest by the records are H. J. Rockwell, Joe Jett, Maggie R., The Dude, and Linden. Rockwell will probably win a heat.

In the 2:28 trot fourteen are named, but Happy Lady is in John Turner's stable and will not start. Adah Look and Phalen have had one race this week, and Same Kind is doubtful. The field should number eight or nine, enough to make a good race. Brazil, if Mr. Henry starts him, should about win, and with the fast son of journalist out of the way, either Brewster F. or Prince Eugene should show in front.

2:12 Class, trot; $2,000.
Pixley, br. m., by Jay Gould.
Lee's Pilot, gr. h., by Pilot Medium.
Phœbe Wilkes, b. m., by Hambletonian Wilkes.
Hazel Wilkes, ch. m., by Guy Wilkes.
Directum, blk. h., by Director.
Azoti, b. g., by Whips.
2:22 class, trot; $1,500.
Gabrielle, b. m., by Star Duroc.
Oro Wilkes, blk. h., by Sable Wilkes.
Ben Ali, b. g., by George M. Patchen.
Stanza, blk. h., by Stranger.
Lora J., gr. m., by Gloster.
Queechy, b. h., by Alcyone.
Carlton, ch. h., by Don Carlos.
Baby, ch. g., by Duplex.
Mattie Hunter, b. m., by Strideaway, Jr.
Furniture Boy, b. g., by Polonius.
Elyrina, b. m., by Elyria.
J. J. Audubon, ch. h., by Alcyone.
Byran McGregor, ch. h., by Robert McGregor.
2:15 class, pace; $1,500.
Maggie R., b. m., by Kilbuck Tom.
Lee R., b. g., by Bay Tom, Jr.
Kate C., b. m., by Abdallah Wilkes.
H. J. Rockwell, b. h., by Alcantara.
E. J. S., b. m., by Superior.
The Dude, b. g., by Elevator.
Linden, b. h., by Madison Wilkes.
Lizziemont, b. m., by Jerome Eddy.
Little Daisy, br. m., by Young Kirkwood.
Joe Jett, b. g., by Billy Wilkes.
Hibibi, br. m., by Valensin.
Frank Dortsch, gr. g., by Locomotive.
2:28 class, trot; $1,000.
Happy Lady, b. m., by Happy Russell.
Brazil, b. g., by Journalist.
Adra Belle, gr. m., by Almont Boy.
Brewster F., b. g., by Brewster.
Adah Look, ch. m., by Look.
Landmark Maid, gr. m., by Landmark.
Same Kind, b. m., by Virgo Hambletonian.
Newport, b. h., by Mambrino Clark.
Quarterstretch, br. h., by Quartermaster.
Eloise, blk. m., by Kentucky Prince.
Prince Eugene, b. h., by Bayonne Prince.
Lizzie H., b. m., by Winooski.
Phalen, b. g., by Pharos.
Crescent, ch. m., by Robert McGregor.

Horses and Their Owners.

Ormonde, the great English thoroughbred for which W. O'B. Macdonough paid the sum of $150,000, is now on his way to the ranch of his owner in California. Chief Buchanan was extremely anxious to have Ormonde stop a week for exhibition at the World's Fair, but as the express company refused to carry the valuable stallion unless insurance was waived, the risk in stopping over would be too great. There is not a lover of the horse in the world who does not wish Mr. Macdonough the best of luck in his venture.

The Parkway Driving Club of Brooklyn, N. Y., will give three races on Sept. 13. The first is a 2:50 class for members' horses, the second is $200 for 2:32 trotters, and the third is $300 for 2:28 trotters. The entrance fee is 5 per cent. of the purse, with 5 per cent. additional from winners.

The auction sale of some of the Fleischmann string by Tattersalls at Sheepshead Bay to-day has been augmented by the addition of some youngsters from the stable of W. O'B. Macdonough, including Scholastic, a chestnut colt, by Sir Modred, dam Schoolgirl; Black Douglas, black colt, by Hidalgo, dam sister to Jim Douglas; Parasang, bay filly, by imp. Cyrus, dam imp. Getaway; Milan, (full sister to Sir Walter,) chestnut filly, by imp. Midlothian, dam La Scala.

The New-Jersey State Fair will open at Waverly Park on Monday, Sept. 4, and close on the following Friday. The speed classes have filled well, and, Waverly Park being within easy distance of this city by the Pennsylvania Railroad, large crowds will undoubtedly be present.

Horses cannot live as long without food as the professional fasting man. Three weeks is the utmost limit they have been known to exist without either food or water. In a certain experiment conducted in France a horse with two and a half pints of water lived without food for thirty days, wasting its own tissues at the rate of nearly six pounds per day until death came to its relief. It is said that after a horse has suffered starvation for fifteen days he cannot after that eat enough to save him from death.

Dark Night, by Alcyone, was sold last week for exportation to Germany by St. Clair & Curry of Lexington, Ky. Dark Night is a black horse, out of Noonday, who is out of Midnight. Dark Night is the sire of Break o' Day, three years old, with a record of 2:19¾.

Mr. George A. Singerly of Philadelphia is a constant attendant on the races at Fleetwood. In speaking of different methods of training trotters and pacers, he said that when he was a boy he had experience in grinding feed for the horses used by his father in railway transportation. He then saw that the horses used on the treadmill developed great muscle while not straining their legs, and he is satisfied that this kind of exercise will prove beneficial to horses designed for the road and turf. In pursuance of this idea, Mr. Singerly is having constructed on his farm a treadmill such as is used to generate power for thrashing machines and mills. This is certainly a new idea, but will probably have the same effect as that swimming pool in California.

The old carriage house of William H. Gray, which was established in 1859, has a first-class assortment of high-grade vehicles of every description and of the very latest patterns, at low prices. He has both new and second-hand carriages of both American and foreign builders, and they are in perfect condition.

The light-harness horse meeting at Washington Park, Chicago, will begin next Tuesday, when four races will be decided. The Columbian Stake for two-year-olds and the Breeders' Stake for four-year-olds will be decided on Wednesday. The meeting will continue until Saturday, Sept. 16, and nearly all the great horses of this country have been entered. This is a great opportunity for Capt. Ismailoff, who is in charge of the Russian trotting horses at the World's Fair. They could be matched against some of the American fliers, and the question of speed would be forever settled.

Gil Curry, 2:18¾, by Almont Boy, has recently been sold to go to Boston at the reported price of $3,500.

During the first week of the recent Buffalo meeting twenty heats were paced at an average of about 2:11, of which six were better than 2:10. The average of all heats trotted or paced was just a fraction over 2:14.

Ketcham Farm, Toledo, Ohio, recently refused an offer of $12,000 for the filly Nyanza by Robert McGregor.

E. T. Westerfield, at 61 Thompson Street, has the most complete assortment of street, road, and race-track sprinklers. Of second-hand carts, almost as good as new, he makes a specialty and his prices are very reasonable.

One of the exhibits in the foreign vehicle department at the World's Fair that is creating considerable comment is that made by Mexico, consisting of four heavy carts and two wagons. The wood is strong and heavy, but the proportions are good and the completeness of each shows careful attention to details. Mexico offers an unusually good opportunity for carriage manufacturing, as she not only has the wood and the labor, but the duty on vehicles is so heavy per kilo that the prices realized are very profitable.

The hackney mare, 80, (3,056,) May Queen, that has taken so many prizes in the show ring both in England and this country, recently dropped a chestnut filly foal by Rufus, Jr., 26, (2,925,) at the Forest View Stock Farm, Katonah, N. Y.

William Steele, who has been Superintendent of Chesterbrook Farm for Mr. A. J. Cassatt for so many years, has resigned to occupy a farm of his own near Philadelphia. Mr. Steele is a thorough horseman, and, once out of his school, a horse is fit for a Queen to ride or drive.

KINGSTON AND SANTA ANNA.

Another Dead Heat at Sheepshead Bay Track—Reckon at Good Odds.

The great match race which resulted in a dead heat between Domino and Dobbins on Thursday was the sole topic of conversation at Sheepshead yesterday. The fact that two horses were so evenly matched as to run for almost three-quarters of a mile with scarcely more than twelve inches between them at any part of the race and then finish on even terms was a subject to be talked about for a long time, and owners, trainers, jockeys, and spectators gave more attention to the subject than they did to the rather poor events that made up the day's programme.

The first race, at five furlongs, furnished another dead heat between Kingston and Santa Anna, and once more the race was saved by Fred Taral. Kingston and Pedestrian led the field until the elbow turning into the stretch was reached, where Taral at once set to work on the brown whirlwind. Santa Anna, who had been well played by the Saratoga contingent, came from behind and covered the distance between herself and the leaders so fast that it looked as if she would win. Taral used his whip and spurs with all the vigor he possessed, and just managed to get Kingston's nose past the wire as Santa Anna caught him. The judges called the result a dead heat and the purse was divided.

Reckon, of the Morris stable, at the regular Louisiana Lottery price, 8 to 1, had no trouble in defeating her field in the fourth race, and the same thing was true of Minnehaha in the second. Marshall, fresh from Clifton, where he was beaten on more than one occasion by a poor field, was also able to put up a good enough race to snatch first money by a nose from Nomad in the third event, at seven furlongs.

The Golden Rod Stakes, on the turf, was an easy thing for Henry of Navarre, who led throughout, and the fifth race, for maidens two years old, was won by the favorite, Fondoline.

Details of the racing and betting:

FIRST RACE.—Five furlongs. Time—1:01 2-5.

Kingston, 127 pounds, (Taral,) and Santa Anna, 110, (Morris,) ran a dead heat; Pedestrian, 118, (Doggett,) third, a length behind them. Lady Violet, 113; Chesapeake, 118; Kentigerna, 96; Tormentor, 120; Sirocco, 125, and Fidelio, 105, also ran and finished as named. Purse divided.

Betting.—Against Kingston, 5 to 2, 4 to 5, and 2 to 5; Santa Anna, 5 to 1, 2 to 1, and even money; Pedestrian, 10 to 1, 4 to 1, and 2 to 1; Lady Violet, 4 to 1; Chesapeake, 8 to 1; Kentigerna, 25 to 1; Tormentor, 15 to 1; Sirocco, 6 to 1; Fidelio, 60 to 1; Yemen, 15 to 1.

Mutuals paid on Kingston $8.30 straight and $11.90 for place; on Santa Anna $16.60 straight and $18.85 for place.

SECOND RACE.—Futurity course. Time—1:11 1-5.

Minnehaha, 104 pounds, (Penn,) won by two lengths; Chattanooga, 112, (Lambley,) second by three lengths; Uncle Jess, 108, (Doggett,) third. Astoria, 104, Tiny Tim, 103, Perrier Jouet, 97, Boyd Pantlind, 97, and Old Dominion, 105, also ran and finished as named.

Betting.—Against Minnehaha, 8 to 1, 3 to 1, and 7 to 5; Chattanooga, 8 to 5, 3 to 5, and out; Uncle Jess, 6 to 1, 2 to 1, and even money; Astoria, 4 to 1; Tiny Tim, 20 to 1; Perrier Jouet, 8 to 1; Boyd Pantlind, 8 to 1; Old Dominion, 8 to 1.

Mutuals paid on *Chattanooga $14.25 straight and $5.70 for place; on Minnehaha for place, $11.

*No straight tickets sold on Minnehaha.

THIRD RACE.—Seven furlongs. Time—1:28 3-5.

Marshall, 107 pounds, (Bergen,) won by a nose; Nomad, 115, (Lambley,) second by a length; Reginald, 105, (Sims,) third. Restraint, 115; Acclaim, 110; Chief Justice, 111; Nero, 116; Clio colt, 105; Watterson, 121, and Colonel S., 109, also ran and finished as named.

Betting.—Against Marshall, 8 to 1, 3 to 1, and 7 to 5; Nomad, 3 to 1, even money, and 1 to 2; Reginald, 12 to 1, 5 to 1, and 5 to 2; Restraint, 5 to 1; Acclaim, 7 to 2; Chief Justice, 7 to 1; Nero, 5 to 1; Clio colt, 40 to 1; Watterson, 10 to 1; Colonel S., 40 to 1.

Mutuals paid on Marshall for place, $7.95; on Nomad for place, $6.65. No straight pool was made.

FOURTH RACE.—One mile. Time—1:40 2-5.

Reckon, 111 pounds, (Littlefield,) won by three lengths; Count, 103, (J. Lambley,) second by a length and a half; Banquet, 122, (Taral,) third. Sir Matthew, 103, and Derfargilla, 106½, also ran and finished as named.

Betting.—Against Reckon, 8 to 1, 2 to 1, and 7 to 10; Count, 11 to 5, 1 to 2, and 1 to 5; Banquet, 3 to 1, even money, and 1 to 3; Sir Matthew, 5 to 2; Derfargilla, 8 to 1.

Mutuals paid on Reckon $19 straight and $14.10 for place; on Count, for place, $9.55.

FIFTH RACE.—Futurity course. Time—1:12 3-5.

Fondoline, 105 pounds, (Midgely,) won by half a length; British Queen colt, (imp.,) 108, (Evans,) second by a length; On the Way, 107, (Sims,) third. Flying Fish, 110; Sarcasm, 105; Pottawattomie, 108; Clarke, 108; Nonsense, 105; Big Mid, 107; Sub Rosa, 110; Booze, 108; Modesto, 110; Warlike, 108, and Mem Sahib, 105, also ran and finished as named.

Betting.—Against Fondoline, 4 to 5, 1 to 3, and out; British Queen colt, 50 to 1, 20 to 1, and 10 to 1; On the Way, 6 to 1, 2 to 1, and even money; Flying Fish, 40 to 1; Sarcasm, 50 to 1; Pottawattomie, 8 to 1; Clarke, 50 to 1; Nonsense, 20 to 1; Big Mid, 10 to 1; Sub Rosa, 10 to 1; Booze, 50 to 1; Modesto, 50 to 1; Warlike, 40 to 1; Mem Sahib, 40 to 1.

Mutuals paid on Fondoline $11.05 straight and $8.65 for place; on British Queen colt for place, $23.25.

SIXTH RACE.—The Golden Rod Stakes; for two-year-olds. Seven furlongs on turf. Time—1:30.

Byron McClelland's ch. c. Henry of Navarre, 110 pounds, by Knight of Ellerslie-Miss Rose, (Bryant,) won by a neck; Figaro, 110, (Sims,) second, by three lengths; Queenlike II., 110, (Morris,) third. Lochinvar, 100; Ornus, 105, and St. Maxim, 110, also ran and finished as named.

Betting.—Against Henry of Navarre, 2 to 5 and out; Figaro, 7 to 1, 7 to 5, and 1 to 2; Queenlike II., 15 to 1, 2 to 1, and 2 to 5; Lochinvar, 30 to 1; Ornus, 30 to 1; St. Maxim, 7 to 1.

Mutuals paid on Henry of Navarre, $7.10 straight and $5.40 for place; on Figaro for place, $12.25.

Entries for To-day's Races.

FIRST RACE.—Seven furlongs. Stonenell and Bermuda, 122 pounds each; Tigress, 113; Soundmore, 102; Herald, 96.

SECOND RACE.—Dash Stakes. Five furlongs. Appomattox and Henry of Navarre, 115 pounds each; Patrician, Harrington, Sam Lucas, Ben Lomond, Lucky Dog, Curacoa, Trinculo, Joe Ripley, and Peter the Great, 110 each; Stonenellie, 107; Potentate, Factotum, Tenacious, Pochino, Wernberg, Modesto, and Torch Bearer, 104 each; Eleanor B., 101.

THIRD RACE.—The Omnium Handicap. One mile and an eighth. Galindo, 117 pounds; Raceland, 115; Wildwood, 113; Loantaka, 111; Vestibule and Diablo, 110 each; Prince of Darkness, Terrifier, and Sir Matthew, 104 each; Sir Walter, 105; Daily America, 103; Candelabra and Kinglet, 100 each, Marigold and Centella, 90 each.

FOURTH RACE.—Futurity course; selling. Pecksniff and Ontario, 108 pounds each; Kazan and Little Pirate, 106 each; Frog Dance, Equation, Rightmore, and Doolittle, 100 each; Terrapin, 97; Roland Reed and Busirus, 93 each; Sadie W., Venusburg, Belle Swift, and Manon 90 each.

FIFTH RACE.—Five furlongs. By Jove and Simmons, 110 pounds each; Lady Bess, 107; Frog Dance, Ben Lomond, Cunarder, Uno Colorado, and Domingo, 100 each; Banka's Daughter, Alesia, and Lucasta, 97 each.

SIXTH RACE.—Handicap; on the turf. One mile and an eighth. Bermuda, Aloha, and Versatile, 123 pounds each; Diablo, 121; Lizzie, 118; Long Beach, 114; Marshall, 110; Deception and Sam Bryant, 105 each; Marigold, 100.

Results at Clifton.

FIRST RACE.—Four and a half furlongs. Zingara, 95 pounds, (E. Tribe,) 4 to 1, won; Billy S., 98, (Brooks,) 10 to 1, second; Express, 98, (Donohue,) 15 to 1, third. Luray, Charlie Wilson, Berwyn, Skadi, Captain Wagner, and St. Patrick also ran. Time—0:55¾.

SECOND RACE.—Five furlongs. Blossom, 95 pounds, (Griffin,) 8 to 5, won; Fiction, 95, (Donohue,) 8 to 1, second; Marble, 100, (Pansy,) 30 to 1, third. Eliza Ann, Carrie H., Lento, Merritt, Stillbrook, Napoleon, and Starling also ran. Time—1:04.

THIRD RACE.—Five furlongs. Tartarian, 99 pounds, (J. Daly,) 6 to 5, won; Lumberman, 104, (Burrell,) 5 to 1, second; Rear Guard, 102, (N. Hill,) 3 to 1, third; Our Maggie, Josephine, Onyx, Hay Tay, and Keime also ran. Time—1:03.

FOURTH RACE.—Five furlongs. Uncertainty, 105 pounds, (Morrissey,) 3 to 1, won; Ella, 102, (J. Daly,) 5 to 1, and Toano, 111, (Griffin,) 1 to 2, ran a dead heat for the place; Mabel Glenn, Miss Aggie, and Honest Tom also ran. Time—1:02½.

FIFTH RACE.—One mile and a sixteenth. Experience, 108 pounds, (Stuckey,) 4 to 1, won; Leonardo, 89, (Griffin,) even money, second; Bess Macduff, 102½, (Brooks,) 4 to 1, third. Tom Flynn, Laurel, Larghetto, and King Crab also ran. Time—1:50½.

SIXTH RACE.—Seven furlongs. Blizzard, 105 pounds, (E. Tribe,) 6 to 5, won; Lou Rhett, 102, (Donohue,) 7 to 1, second; Foxford, 105, (N. Hill,) 7 to 1, third. Vagabond, False Ahrens, Coalmine, Monopolist, and Character also ran. Time—1:30.

To Race at Guttenberg To-day.

FIRST RACE.—Five furlongs; selling; Strathmaid and Lizzetta, 98 pounds each; Skedaddle, 97; J. McLaughlin, Lord Harry, Mohican, and Dalsyrian, 103 each.

SECOND RACE.—Five and a half furlongs; Hindoomere, 104 pounds; Ed Kearney, St. Pat, and Robin Hood, 100 each; Sunglimpse Patria, Romeo, Clarus, and King Joseph, 97 each; Florinda and Pauline, 95 each; Hyaway and Western Star, 92 each.

THIRD RACE.—Six and a half furlongs. Double Cross, Zaldivar, Remorse, and Kirsch, 105 pounds each; Clysmic, 110; Marmose, Balbriggan, and Cottonade, 100 each.

FOURTH RACE.—One mile. Copyright, 117 pounds; Racine and Logan, 102 each; Judge Morrow, Brazos, and Kerry Gow, 97 each; Melanie and Panway, 92 each; Rey del Mar, 87; Liseig, 82.

FIFTH RACE.—Seven furlongs. Nativity, Early Dawn, and Lester, 120 pounds each; Gettysburg, Kingstock, and Cheddar, 124 each; St. Hubert, 126; Gertie D., 115; Spot, 114; Duke John, Plenty, Blackthorn, and Woodcraft, 105 each; Woodchopper, 132.

SIXTH RACE.—Three-quarters of a mile. Indigo, 106 pounds; Kentucky Lady, 101; Republic and Wallace, 100 each; Fidget, 98; Control, 96; Balance, 93.

Fox Hunters' National Association.

LEXINGTON, Ky., Sept. 1.—There was organized here yesterday the National Fox Hunters' Association with 100 charter members. Admiral Jouett, United States Navy, was chosen President, and H. L. Means of Louisville Secretary and Treasurer. The membership fee is $5. The first meet will be held in November, exact time and place to be decided later.

LABOR DAY REGATTAS.

New-York Yacht Racing Association's Fleet to Sail Down the Bay.

The annual regatta of the New-York Yacht Racing Association will be sailed next Monday, Labor Day. This regatta is the largest of the yachting season. Last year 101 yachts started, and Mr. George E. Gartland, the Chairman of the Regatta Committee, expects that 125 yachts will cross the line in this year's race. The New-York Yacht Racing Association is formed of nearly all the small yacht clubs in this vicinity, there being altogether twenty-six in the association. Mr. B. F. Sutton is the Admiral of the association and Mr. A. J. Prime of the Yonkers Corinthian Club is Fleet Captain.

The start for the races will be off Oyster Island Buoy, in the upper bay. The big boats will go down as far as Sandy Hook, some of the smaller boats will turn at the Southwest Spit Buoy and at the Hospital Islands, and the smallest boats will sail round Fort Lafayette. The scene on the bay at the starting time is one of the prettiest of the whole yachting season. The iron steamboat Cygnus will accompany the yachts over the course. Tickets are 50 cents each. The Cygnus will leave the foot of West Twenty-second Street at 9 o'clock in the morning; the foot of Fifteenth Street, Hoboken, at 9:30 o'clock; the foot of Morris Street, Jersey City, at 10 o'clock, and Pier 1 North River at 10:30 o'clock. The Regatta Committee will be on the steamer Henry Hoehn, which will leave Pier 4 East River at 9:45 o'clock.

Altogether, 141 yachts have entered. They are divided into eighteen classes. The full list of the entries follows:

Class A.—Schooners. Comet, Florida, Loyal, Triton.

Class B.—Cabin sloops and cutters, 62 feet and over 53 feet. Adele.

Class C.—Cabin sloops and cutters, 53 feet and over 45 feet. Concord, Dolphin 1.

Class D.—Cabin sloops and cutters, 45 feet and over 38 feet. Avalon, Ileika, Lola, Phantom, Gypsy.

Class E.—Cabin sloops and cutters, 38 feet and over 32 feet. Helen, Minta, Mary B. 1, Mary A., Bess, Spy, Coquette, Bel Ami, Fair Wind, Lottie.

Class F.—Cabin sloops and cutters, 32 feet and over 27 feet. Reliance, Peerless, Henry Ward Beecher, Forsyth, Mona, Mizpah, Freijya, Pavonia.

Class G.—Cabin sloops and cutters, 27 feet and under. Soutter Johnnie, Kestrel, Vixen 1, Camille, Ida 1, Christine, Iroquois, Millie, Lurline, Mary B. 2, Oriole, Jeanie, Wanderer, Ida 2, Star.

Class H.—All cabin yawl-rigged yachts. Seneca, Bessie.

Class 1.—Open sloops, 32 feet and over 27 feet. Dorothy, Charm, Cygnet, Lizzie L., Maud M., Lizzie F.

Class 2.—Open sloops, 27 feet and over 23 feet. James T. Corlett, John A. Cameron, Shamrock 1, Muzzie, Thorn, Faustina, Clara S., Our Own.

Class 3.—Open sloops, 23 feet and under. Silvey, Mosquito, Agnes N., Emmie.

Class 4.—Cabin catboats over 23 feet. Alta, Mary, Truant, Anemone, Welfare, Spray, Acorn, Lina, Henry Gray, Almira, Water Lily, Nan, Vixen 2, Annie, Annie J.

Class 5.—Cabin catboats, 23 feet and under. Frankie A., Hit or Miss, Juanita, Willie K., Surprise, Gracie B.

Class 6.—Open catboats, 32 feet and over 27 feet. Uncas, Dolphin 2, Elvira.

Class 7.—Open catboats, 27 feet and over 23 feet. Jintzy, Edna, Alida, Norman, Yankee Boy, Rosamond.

Class 8.—Open catboats, 23 feet and over 20 feet. Tempest, Pauline B., Dolphin 3, Phœbe, Enigma, Aurora, Lizzie B., Selfish, Undine, Eureka, Arrow, Defiance, Sappho, Frankie V., H. H. Adams, Tip Top, Golden Rod.

Class 9.—Open catboats, 20 feet and over 17 feet. Torment, Shamrock 2, Alla, Clach, Frank, Harry C. Miner, Anglesey, Duet, Dora D., Nadjy, Flirt, Emma K., Gertrude A., Edda D., Doctor, Bon Ton, Millie 2.

Class 10.—Open catboats, 17 feet and under. Amaranth, Crest, Paul and Stella, Muddy Day, Sloppy Weather, Chip, Little Dean, Teaser, Gala Water, Gracie, Tough, Dove.

On the same day the third annual sweepstakes regatta of the Douglaston Yacht Club will be sailed on Little Neck Bay. It is open to yachts of the club only. There will be one class for schooners, three for sloops, cutters, and yawls, two for cabin catboats, two for open catboats, and one for mixed rigs under 17 feet in length. The entrance fees are $25 for schooners and two classes of sloops, $5 for all the others, except for the mixed-rig class, which is $3. The winner in each class is to take 70 per cent. and the second boat 30 per cent. When less than four boats start, the winner is to take all. The start will be made at 11 o'clock. The Regatta Committee, W. G. Newman, G. Howland Leavitt, R. F. Corry, John H. Taylor, and Percy L. Hoag, will manage the race. Entries close next Sunday at sundown with Chairman W. G. Newman.

The Horseshoe Harbor Club will have a regatta at Larchmont on Labor Day and the Seawanhaka Corinthian Yacht Club will have an oyster-boat race.

LARCHMONT YACHT CLUB REGATTA.

A Fleet of Fast Boats to Race To-day Off the Clubhouse.

The annual Fall regatta of the Larchmont Yacht Club will be sailed to-day. The start will be made at 11 o'clock, off the clubhouse, and the yachts will sail over the usual club course, the schooners going to Stamford, the sloops to Captain's Island, and the catboats to Matinnicock. Thirty-five yachts have entered and the contest in nearly every class should be very hot. The Dauntless and Ramona meet in the big class. The Lasca and Emerald renew the contests of the cruise and the Viator will meet the Triton.

The English cutter Queen Mab will race against the Huron, and she should win. She now has a larger suit of sails. Her topmast has been lengthened and nine feet added to the foot of her jibe topsail. She also has a big spinnaker. Curtin made her new sails. The entries are as follows:

Schooners.—Class A—Dauntless, Ramona. Class B—Lasca, Emerald. Class D—Triton, Viator.

Sloops and Cutters.—Class 2—Katrina, Bedouin. Class 3—Huron, Queen Mab. Class 7—Daffodil, Eurybia, Kathleen, Mary C. Class 8—Marjorie. Class 9—Susie W. Class 10—Pyxie, Folly, Nemadje.

Yawls.—Special Class 9—Audax and Kwasind.

Cabin Catboats.—Class 11—Roi, Almira, Myrtle, Mary, Wilmerad, Wenonah, Zetes, Whim. Class 12—Caper, Water Witch, Tabitha. Class 14—Phyllis. Class 17—Scarecrow.

Yachts Reported.

CITY ISLAND, Sept. 1.—The following yachts passed here to-day: Bound East—Steam yachts Puzzle, Mr. A. B. Claflin; Alicia, Mr. H. M. Flagler; Shearwater, Mr. H. R. Walcott; Viking, Mr. H. A. Hutchins; Nirvana, Mr. E. R. Givernand; Oneida, Mr. E. C. Benedict, and Theresa, Mr. Gustavus Sidenburg; schooner yacht Agnes, Mr. J. Norton Winslow; cutter yachts Wasp, Mr. E. Coleman, and Bedouin, Mr. Charles W. Wetmore. Passed West—Steam yachts Orienta, Mr. E. R. Ladew; Isolene, Mr. John H. Flagler; Fedalma, Mr. Edward M. Brown, and Kanapaha, the Rev. William L. Moore; schooner yachts Enigma, Mr. George E. Chisholm, and Shamrock, Mr. Willard P. Ward; cutter yacht Clara, Mr. J. Howard Adams, and sloop yacht Athene, Mr. Charles A. Rich.

Came to Anchor Here from New-York—Schooner yacht Oriethyia, Mr. Arnold Thayer; sloop yachts Minta, Mr. George H. Rockawood, and Chispa, Mr. F. L. St. John.

Left Here for Larchmont—Schooner yacht Tioga, Mr. S. L. Husted, Jr.

The Morgan and Iselin, cup defender Vigilant arrived here this afternoon from New-Rochelle, to haul out to-morrow on John P. Hawkins ways to clean.

Schooner yacht Atlantic, Mr. Wilson Marshall, went out of commission to-day, and will haul out on Robertson ways for her Winter quarters.

Schooner yacht Dreadnaught, Mr. Albert W. Nickerson, from Port Jefferson for New-York, in tow, passed here at dark, and will fit out for a cruise to the West Indies for the Winter. Cutter yacht Circe, Mr. S. G. Porter, that went ashore on Green's Flats Aug. 23, was raised by McDaniel's wrecking schooner, James R. Sayre, Jr., and towed to City Island, where she was beached. The yacht has a large hole in her bottom.

STATION SEVEN, VINEYARD HAVEN, Sept. 1.—In Port—Schooners Milvie and Flirt; sloops Torment, Lapwing, and Daisy.

Yachting Odds and Ends.

—The second annual handicap naphtha launch race of the Horseshoe Harbor Yacht Club will be held to-day. The start will be made at 3 o'clock, and the course will be a triangular one laid off the clubhouse. Nineteen launches have entered.

—The Prince of Wales's cutter Britannia has gone to Southampton, where she will receive a new boom preparatory to the races for the Victoria Cup. The Navahoe is still in dock refitting.

—The entries for the schooner sweepstake race of the New-York Yacht Club were to have closed yesterday. The time for receiving entries, however, has been extended for another week.

—The cup defender Colonia arrived at Downing & Lawrence's yard yesterday. She will be hauled out to-day to be cleaned and got ready for the trial races.

—There will be a race for the Rouse and Wetmore Cups off the Seawanhaka Corinthian Yacht Club House at Oyster Bay to-day.

—Curtin, the sailmaker, is making some new sails for the auxiliary Utowana, owned by Mr. W. W. Durant.

—The Knickerbocker Yacht Club will have a race to-day for sloops and cutters.

Cricket Notes.

—The meeting of the New-Jersey Athletic Club and Staten Island Cricket Club overshadows all other contests in the metropolitan district to-day. The game will take place at Bergen Point, and will practically decide the championship of New-York. Neither club has yet suffered a defeat in the league series, their own meeting a few weeks ago resulting in a drawn game. Both clubs have got out their best teams for the game, the following being the respective elevens: New-Jersey Athletic Club—C. H. Ellis, M. B. Cobb, F. G. Payne, T. G. Clarke, A. Gunn, F. C. Calder, H. A. Young, H. Maxfield, C. V. Hitchins, W. F. Lewis, and J. Gill. Staten Island Cricket Club—J. L. Pool, H. N. Townsend, S. H. Barton, J. H. Lambkin, R. Rokeby, A. E. Patterson, F. T. Short, S. Ogilby, N. S. Walker, Jr., E. H. Pool, and J. Balmer.

—The Manhattans have to journey to Paterson to-day for their league game, and F. J. Pendergast should have a good opportunity again to take the lead in the batting averages. The Brooklyns play their return game with Newark at Prospect Park, and intend to have revenge for their former defeat. The St. George Athletic Club meets the Victorias at Central Park, and the Staten Island Athletic Club plays New-York at West New-Brighton. The Harlems will play the South Brooklyns their league game, originally scheduled for Sept. 9, at Central Park. In the second eleven section only one game has been arranged, the St. George Athletic Club meeting Paterson at Central Park.

—Some of the clubs in this vicinity forget at times one of the fundamental rules relating to umpires. The laws of the game provide that umpires shall not bet, but their infraction of this rule is at times overlooked. While it may not impair their impartiality, the probabilities are that they may sometimes be induced to see things in a wrong light, and in any event the rule should be adhered to.

—In all past games which the league has played great dissatisfaction has resulted from the selection of the teams. They have been chosen at a regular meeting of the Executive Committee with the same result which attends the proverbial broth which many cooks make. A committee of three who are thoroughly familiar with the play of the New-York clubs might be depended upon to do the work in a more satisfactory manner, and by carefully considering the merits of each man, irrespective of the club to which he belongs, they should be able to select an eighteen which would do credit to the metropolis.

—The generosity of the Staten Island Cricket Club appears to be keenly appreciated by the cricketers of New-York. Not alone have they given the league the free use of their grounds at Livingston for the match with the Australians, but they come up first in the guarantee of the different clubs to take tickets. The New-Jersey Athletic Club has also done nobly in this respect, and everything points now to the game proving a financial success, something previously unknown in these contests.

—The Morris Park Club is already preparing for next season. The club has suffered greatly this year from starting late, and the absence of a good professional, and the ground has consequently suffered without the proper care it should have received. All this promises to be remedied next season, when the club will endeavor to take up tennis and use the enormous ground providing ample room for the latter coming game, while football will be played in the Fall and Spring.

QUEEN'S GAMBIT DECLINED.

The Moves in the Last Chess Game Between Hodges and Albin.

The following is the full score of the eighth and final game of the chess match between Albin and Hodges:

A. B. HODGES. White.	AD. ALBIN. Black.	A. B. HODGES. White.	AD. ALBIN. Black.
P—Q4	P—Q4	P—Kt5	Q—B sq
Kt—KB3	Kt—KB3	Q—R2	Q—R4
P—B4	P—B3	R—B2	P—KB4
P—K3	P—K3	P—Kt6	P—Kt4
B—Q3	P—QB3	P—Kt3	P—Kt5
Kt—B3	P—QKt4	KR—QB sq	P—R4
P—B5	P—QR4	R—QR sq	P—R5
Castles	B—K2	K—Kt2	K—B2
Kt—K5	Q—B2	Q—Kt2	R—QB sq
P—B4	QKt—Q2	PxP	R—Q sq
P—QB3	P—R3	Q—Kt5	K—K2
B—Q2	B—Kt2	QxQ	RxQ
R—B sq	B—B3	P—B6	BxP
Q—K2	R—QKt sq	P—B7	BxP
P—QR4	P—Kt5	BxB ch	K—B3
BxB	PxKt	P—R5	Kt—Q3
BxP	Kt—K5	P—R6	Kt—B2
BxP	QxB	P—R7	Kt—R sq
KtxQBP	Q—B2	P—R3	PxP
KtxB	KtxKt	KxP	Kt—Kt3
B—Kt5 ch	Kt—B3	K—Kt3	Kt—R sq
P—QKt4	Castles	R—KR sq	K—Kt3
BxB	QxB	K—B3	Resigns.

Steinitz Challenged by Lasker.

W. Steinitz, the chess champion, has been challenged by Emanuel Lasker, to play for the championship of the world. In his challenge Herr Lasker proposes that the winner be he who first scores ten games, that the time limit be fifteen moves an hour, and the stake $3,000 a side. Lasker wants the match played before Jan 1.

Bicycle Clubs' Road Runs.

Bedford Cycle Club to Patchogue, L. I. Two days' run. Start from clubhouse, 980 Bedford Avenue, Brooklyn, at 9 A. M. to-morrow.

New-York Tourist Wheelmen to Poughkeepsie, three days. Start from 219 West Seventy-first Street at 1:30 P. M. to-morrow.

Castle Point Cyclers to Asbury Park, two days. Start from clubhouse, 1,210 Washington Avenue, Hoboken, at 8 A. M. to-morrow.

Westchester County Cycling League, (Yonkers Wheelmen, Mount Vernon Wheelmen, Washington Wheelmen of Tremont, King's Bridge Wheelmen, and Poe's Field Club of Fordham,) to Staten Island to-morrow. Start from house of Washington Wheelmen, Tremont, at 9 A. M.

Bedford Wheelmen, to Lake Hopatcong, to-morrow, two days. Start from clubhouse, 304 President Street, Brooklyn, E. D., at 9:00 A. M.

Montauk Wheelmen, to Hastings, N. Y., to-morrow. Start from clubhouse, 100 Berkeley Place, Brooklyn.

Harlem Wheelmen to Delaware Water Gap, three days. Start to-day from Cranford, N. J., after the races.

Manhattan Bicycle Club to Delaware Water Gap, four days. Start from clubhouse, Broadway and West Fifty-eighth Street, to-day.

Brooklyn Bicycle Club to Delaware Water Gap, three days. Start to-day from clubhouse, 62 Hanson Place, Brooklyn.

Hudson County Wheelmen to Delaware Water Gap, three days. Start to-day on 3:45 P. M. train from Jersey City on Erie Railroad.

Belleville Wheelmen to Delaware Water Gap, three days. Start to-day by train to Port Jervis.

Columbia Cycle Club, in two divisions, one to Delaware Water Gap, other through Long Island. Both three days' runs and both start to-day from clubhouse, 317 West Forty-sixth Street.

Wheeling Section Twenty-third Regiment Athletic Association to Delaware Water Gap, three days. Start from circle, Eighth Avenue and West Fifty-ninth Street, at 2 P. M. to-morrow.

Greenwich Wheelmen to Long Branch and Asbury Park, two days. Start from clubhouse, 509 Hudson Street, to-morrow.

Hamilton Wheelmen of West Hoboken, N. J., to New-Haven, Conn., three days. Start to-day.

New-Jersey Cyclists to Race.

The entries for the bicycle races to be decided at the New-Jersey Athletic Club's games next Monday have closed. They are as follows:

Two Mile Bicycle, Handicap.—Fred Shafto, 145 yards; William F. Hallahan, 110 yards; H. D. Cox, 110 yards; A. P. Plumb, 125 yards; Charles E. Depuy, 110 yards; Louis Hunter, 130 yards; J. B. Lohman, 160 yards; J. Thompson, 160 yards; W. Young, 150 yards; George W. Coffin, scratch; Harry Coffin, 70 yards; A. G. Seeley, 160 yards; F. B. Hesse, 50 yards.

One-Mile Bicycle, Handicap.—George Coffin, scratch; Harry Coffin, 40 yards; C. Berger, 15 yards; Fred Shafto, 85 yards; W. S. Kupfer, 90 yards; Fred Lord, 110 yards; E. E. Lord, 120 yards; W. F. Hallahan, 60 yards; H. D. Cox, 70 yards; J. Magner, 60 yards; A. P. Plumb, 70 yards; C. E. Depuy, 60 yards; L. Hunter, 80 yards; L. Ackerman, 60 yards; J. Lohman, 90 yards; J. Thompson, 110 yards; J. W. Walton, 60 yards; W. Young, 90 yards; A. G. Seeley, 110 yards; F. B. Hesse, 30 yards; A. Depuy, 60 yards.

There is to be a two-mile team race for the championship of New-Jersey. The following teams have entered: Garfield Athletic Club Wheelmen—W. Van Cleef, J. O'Halloran, E. Edinger, H. Spearin; substitutes, B. G. Wegman and G. Faupel. Greenville Wheelmen—Herman Koch, Charles McIntyre, Joseph Livingston, William F. Kreiser; substitutes, Henry Leding and L. A. Kreiser. Charles Luscomb, Chief Consul, State of New-York, will act as referee.

Among the Wheelmen.

—Clubs from Yonkers, White Plains, Dobbs Ferry, Mount Vernon, Irvington, Sing Sing, and other towns in Westchester County were on Thursday evening the guests of the Tarrytown Cycling Association. A lantern parade was the feature of the evening, fully 125 beautifully-decorated wheels being in line. The medal for the most artistically decorated wheel was awarded to John Dunnigan of the Tarrytown Club and the second prize to A. Renwick of Dobbs Ferry, mention also being made of the taste shown by Messrs. Marks, Menley, Reynolds, Linsen, Embrey, and Prescott. After the parade 125 cyclists sat down to dinner. Speeches of welcome were made by President W. H. Hoyt of the Lyceum, by Messrs. Townsend and Adams of the Tarrytown Cycling Association, and by Capt. Ackerman and Messrs. Dutcher and Jacobs of the [illegible] Cycling Club of Dobbs Ferry. Lieut. Curran and Messrs. Lawrence and Ward of the Yonkers Bicycle Club and Capt. C. P. Stanbach of the Manhattan Bicycle Club of New-York had something to say when called upon. The stories and songs of Frank Morse of Tarrytown and Princeton College were well appreciated.

—The ordinance passed by the Township Committee of Cranford, N. J., forbidding bicycle racing within the limits of that town, which goes into effect to-day, will make a change of location necessary in the many road races which are scheduled for that course during this month. Most of them will be run over the road from Elizabeth to Springfield, which is almost as good, and possesses one advantage over the former course in being less traveled. It is quite probable, however, that the ordinance will soon be modified to allow racing by permit or otherwise, as no objection has ever been made by the people of the town to the racing that was done in its outskirts. On the contrary, a number of small stores and eating places along the course depend almost entirely upon the wheelmen for their patronage, and it is safe to say that when their owners find that gone they will bring strong arguments of weight to bear upon the committee. And, as the ordinance was passed at the request of one man, and not because of any general desire, its modification would be the more easily accomplished. Apparently, there was no reason at all for its enactment.

—About thirty members of the Kings County Wheelmen will leave this afternoon for Hartford, where they will be the guests of the Hartford Wheel Club. Among the number are the club's best racing men, who will compete in the annual race meet of the Hartford Club at Charter Oak Park on Monday and Tuesday. An elaborate programme of entertainment has been arranged by the Hartford Wheel Club for its guests. This evening there will be a concert by Pope's Band in front of the club's headquarters. To-morrow, when the visiting members of the Kings County Wheelmen arrive on the boat, they will be met by a delegation from the Hartford Wheel Club and will be escorted to their quarters. In the afternoon a number of runs to near-by points of interest will be taken. Monday evening there will be a reception, concert, and dance at the First Regiment Armory; ladies will be welcomed and bicycle uniforms will be considered proper garb. A smoker will also be held that evening in the club rooms. The Hartford Ladies' Bicycle Club will entertain visiting wheelmen at the United States Hotel.

—The Delaware Water Gap seems to be in great favor with the local clubs for a Labor-Day run, and no less than seven different wheeling parties from this city and vicinity start out to-day for that place. The Hudson County Wheelmen of Jersey City go by train as far as Dingman's Ferry, and the Belleville Wheelmen will go in that manner as far as Port Jervis. The members of the Manhattan Bicycle Club will wheel all the way, as will the Harlem Wheelmen, who start after the finish of their club races over the Elizabeth-Cranford course. Capt. T. A. Ritchie of the Columbia Cycle Club expects to be accompanied by fifteen men from his club. The wheeling section of the Twenty-third Regiment Athletic Association of Brooklyn will go by way of Tarrytown, Suffern, and Middletown, spending three days on the road. They will return by train. A party from the Brooklyn Bicycle Club will also make the trip.

—The Montauk Wheelmen of Brooklyn have prepared the following schedule of Sunday runs for the present month: Sept. 3, to Hastings, N. Y.; Sept. 10, New-Dorp, S. I., with picnic run of Metropolitan Association of Cycling Clubs; Sept. 17, Plainfield, N. J.; Sept. 24, Little Falls, N. J. On Labor Day, Sept. 4, there will be a special club run to a place not yet selected. Several smaller parties will also go out, one to Sea Cliff, L. I., and another over some of the well-known New-Jersey roads.

—E. E. Mitchell of Richmond, Ky., has just completed a bicycle ride from that place to Seattle, Washington, a distance of 3,190 miles. He left Richmond on May 17 and arrived at Seattle on Aug. 28, an elapsed time of 103 days. He made no attempt to make a record, and lost twenty-one days on account of rainy weather. He carried twenty pounds of camp equipage. He will continue his ride from Seattle to San Diego, Cal.

—The New-York Tourist Wheelmen have arranged the following schedule of club runs for the remaining two months of the season: Saturday, Sept. 2, to Poughkeepsie, N. Y., start from 219 West Seventy-first Street at 1:30 P. M., return Sept. 4; Sunday, Sept. 10, to New-Dorp, S. I., with picnic run of Metropolitan Association of Cycling Clubs;

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AMUSEMENTS THIS EVENING.

ACADEMY OF MUSIC, 14th St-Irving Place—8:00—Black Crook. Matinée.
AMERICAN THEATRE, 42d, 41st St-8th Av—8:00—The Prodigal Daughter—Roof Garden. Matinée.
BIJOU, Broadway-30th St.—8:00—World's Fair City Directory.
BROADWAY, Broadway-41st St—8:00—Panjandrum. Matinée.
CASINO ROOF GARDEN, Broadway-39th St—8:00—Vaudeville.
DALY'S, Broadway-30th St—8:30—L'Enfant Prodigue. Matinée.
EDEN MUSEE, 23d St-6th Av—Day and evening—Vaudeville—Waxworks.
ELDORADO, Palisades, opposite 42d St—4:00 and 8:30—Vaudeville.
EMPIRE, Broadway-40th St—8:15—Liberty Hall. Matinée.
FOURTEENTH STREET, 14th St-6th Av—8:00—Glen-da-Lough. Matinée.
GARDEN, Madison Av-27th St—8:30—Vaudeville. Matinée.
GRAND OPERA, 23d St-8th Av—8:00—The Silver King. Matinee.
HARRIGAN'S, 35th St-6th Av—8:00—Dan's Tribulations. Matinée.
IMPERIAL MUSIC HALL, Broadway-29th St—8:00—Vaudeville. Matinée.
KOSTER & BIAL'S, 34th St-Broadway—8:00—Vaudeville. Matinée.
LYCEUM, 4th Av-23d St—8:15—Captain Lettarblair. Matinée.
MADISON SQUARE, 24th St-Broadway—8:30—The New South. Matinée.
MADISON SQUARE ROOF GARDEN AND TOWER, Madison Av-26th St—8:00—Vaudeville.
MANHATTAN BEACH, Coney Island—Afternoon and evening—Concert—Fireworks.
NATIONAL ACADEMY OF DESIGN, 23d St-4th Av—9:00 A. M. to 6:00 P. M.—Art Exhibition.
PALMER'S, Broadway-30th St—8:15—1492. Matinée.
POLO GROUNDS, 155th St-8th Av—4:00—Louisville vs. New-York.
STAR, Broadway-13th St—8:15—Vaudeville. Matinée.

TEN PAGES.

NEW-YORK, SATURDAY, SEPT. 2, 1893.

The Weather Bureau report indicates for to-day, in this city, showers, southerly winds.

The official figures of receipts and expenditures given in our Washington dispatches this morning confirm the statements of our correspondent already published. The Government income is cut down, while its expenditures are not, and under the laws in force cannot very soon be diminished. For the past two months, or one-sixth of the fiscal year, the comparison with 1892 is as follows:

RECEIPTS.

1893	$54,796,661.49
1892	67,793,389.78
Decrease	$12,996,728.29

EXPENDITURES.

1893	$72,981,117.08
1892	67,774,230.57
Increase	$5,206,886.51

With increased expenditures of $5,000,000 and decreased income of $13,000,000, the draft on the available cash of the Treasury for the two months is, in round numbers, $18,000,000. This is $9,000,000 a month, or $108,000,000 in a year, and if this course is to continue for the remaining five-sixths of the year, the Treasury would practically be drained of all its money, including the gold held in reserve against demand notes. This is a very serious situation, and one which Congress will be obliged to consider and act upon before very long.

The order issued on Thursday by Commissioner Lochren, at the request of Secretary Smith, is designed to relieve pensioners from any hardship that a rigid enforcement of the earlier order concerning suspensions might cause them to suffer. Under the old order, all pensions which appeared, on the face of the papers, to have been issued unlawfully were suspended for sixty days, or until the pensioner should submit convincing additional evidence in support of his claim. But the investigation has revealed a very large number of pensions which appear to have been granted illegally, and at the same time it has been ascertained that some of those receiving these pensions have become pensionable by reason of new or increasing disability since their pensions were granted by Raum in violation of law. Hereafter the old order is to be enforced only with respect to pensioners who do not appear to be entitled to any pension whatever, but in the cases of those who appear to be receiving a larger pension than the law permits notice is to be given that the pension will be reduced at the end of sixty days unless evidence shall have been submitted before the expiration of that time showing that they are entitled to the full rate. Provision is made for a speedy settlement of each case. The pensioner affected has an opportunity to procure a new examination at once from the authorities, and as soon as the evidence thus obtained by him is received by the bureau the case will be made "special," and will be settled without delay.

We have no information as to Herr Stoecker's reasons for paying us a visit. Perhaps he has come to the Chicago Fair; perhaps he is traveling for his health; quite likely he comes merely to see the country. Any one of these would be a justifying reason for his long journey. He will find the fair very big, very beautiful as a spectacle, and very instructive as a lesson in material progress. If he has come for his health he will not be disappointed. We can supply him with any kind of climate his doctor may have ordered, and he will undoubtedly return a sounder and happier man. If he has come to see the country he will be richly repaid. He can see here in one week more things that are new and strange to a man of his bringing up than he would find on the Continent of Europe in half a year. But if he has come to the United States with the hope and purpose of continuing here that crusade against the Jews which has made him notorious in Prussia, we may as well tell him at once that he has made a mistake. Nobody is carrying on an organized hostile movement against the Jews in this country, and Pastor Stoecker will receive no encouragement in any quarter should he attempt to organize such a crusade.

The fever for arctic exploration is not exactly contagious, but there are times when it rages more violently than at others, and attacks a greater number of individuals. With the American expedition of Peary, the Swedish of Nansen, and the Danish of Ryder occupying attention at this time, it is not surprising that still another is to take the field next year. The aim of the party to be led by Mr. Stein of our Geological Survey is not, however, to reach a specially high latitude, but to explore regions which have hitherto been left behind by adventurers intent on making their way as far as possible poleward. The region chosen for this purpose is on the west side of Smith Sound, beginning at Jones Sound, and extending northward and westward. The area was long ago named Ellesmere Land, and is either an island or a group of islands. It is the western coast of this region, whose eastern shore is on Smith Sound, that Mr. Stein's little party will seek to trace. He has the sanction of such famous explorers as Greely and Melville, who think that, with good fortune, he may easily explore several hundred miles of coast line in a single season by entering Jones Sound.

After all, there does not seem to be much doubt that the recent riots in Spain have been the expression of an ill will to the Government. The Government has earned this ill will in a very creditable way by an attempt to retrench useless expenditures. Unhappily, among these expenditures was the amount that has heretofore been spent in maintaining Viceroys or Governors of the several provinces, and where provincial feeling is strong, as it is in most if not in all parts of Spain, this retrenchment has been resented. The resentment is formidable only in so far as it is connived at by the officials whom it is proposed to disestablish. Being human, these officials cannot be expected to be very active in putting down disorder of which the motive is attachment to themselves. Nevertheless, there is nothing in the risings to threaten the peace of Spain, and, after they have subsided, the Government will be on a sounder footing than it has been before.

THE WILSON BILL AND NOTHING ELSE.

The position of the Wilson repeal bill in the Senate is now excellent. It has practically the right of way over all other measures or propositions. Senator Voorhees who, as Chairman of the Finance Committee, has charge of it, has given notice that after reasonable time for debate he shall press a vote upon it. He also announced that while fair discussion would not be hurt, obstruction would be. He can hardly put too strict a construction on these two terms. The Senate has really discussed the principle, the methods, the general and detailed features of the bill already. We doubt if there is a single member who does not now know how he shall vote and why. The only effect of further talk will be to enable certain Senators to explain their own positions. That is something to which they have, in reason, a fair title. It is personal to themselves, to be sure, and not a matter of great consequence to any one else; still they are part of the legislative machine, they are more or less representative, and they should be allowed to explain themselves to their constituents. But they should not be permitted to take up too much time in the process. Delay is very costly, and the cost falls heavily on those who can least afford it. Two weeks ought to be ample for all debates that can be imagined to have any excuse whatever.

One thing the leaders of the repeal movement have clearly made up their minds to and that is that there shall be no compromise. We notice that the *Tribune* is a little "low in its mind" for fear that the Wilson bill may be amended in such manner that the Republican sound-money Senators cannot vote for it. Let it take heart. There is no danger. The silver Senators are no more savage and reckless than their fellows in the House. The latter, when the session opened, without rules and without organization, had ample opportunity to secure indefinite delay. They did not do it. Most of them were too patriotic and manly, and were ready to submit to the result after a fair fight. The rest of them were scared out of any intention to bedevil things that they may have had. It will be the same in the Senate. Hostile amendments, offered in bad faith, will be rejected. They will, moreover, be gladly rejected. Except the little squad of mining Senators, there are no Senators who will not suffer by helping in a dilatory scheme, and they, no more than ordinary men, like to suffer for nothing in a cause that they do not so very deeply believe in, and with the public sentiment of the whole country dead against them. It is our hope that the Wilson repeal bill will become law, without amendment, and within this month.

LAWRENCE ONCE MORE.

The indefatigable wool-tariff crank of Ohio, ex-Controller Lawrence, who wrote the absurd resolution concerning wool in the platform recently adopted by the Republicans of that State, has now held a meeting of his Wool Growers' Association and promulgated a series of resolutions, in which it is asserted that "free wool and mutton would be the colossal political crime of the age," and that "all the wool needed for consumption in this country" could and would be produced here if the "protection" were "full and adequate." If Lawrence could have his way, the duties on all kinds of wool would be so high that no one could afford to import a pound, and we presume he would also make any attempt to import wool a penitentiary offense.

The absurdity of the attitude of Lawrence and of those who permit themselves to be led by him is shown most clearly by the facts with reference to carpet wool, or wool of the third class. This kind of wool is not produced in this country, for the good reason that wool growers who have common sense will not raise sheep whose fleeces are worth only 50 or 60 cents apiece when by the same expenditure of time and labor they can raise sheep whose fleeces are worth three or four times as much. They are willing to let the inhabitants of Asia have a monopoly of that branch of the wool industry. Last year, out of 168,000,000 pounds of wool imported into this country, 118,000,000 pounds, or 70 per cent., were of this kind, the average value being about 9 cents a pound. Manufacturers of carpets must have it. Lawrence would compel them to make carpets of fine clothing wool or shut up their factories. Carpets, he says, are "luxuries," and the people can get along without them.

Certain prominent authorities on the side of McKinleyism are at variance with Lawrence as to the expediency of imposing duties on this coarse and cheap carpet wool. When the Allison Tariff bill was before the Senate, in opposition to the Mills bill and as the forerunner of the McKinley bill, the *Manufacturer*, which is the organ of Mr. Dolan's high-tariff association in Philadelphia and of protectionists generally in Pennsylvania, complained of the proposed duties on carpet wool, and asserted that such wool would not be grown in this country. It offered the following explanation:

> "The reason for this, of course, is that no enlightened American is going to feed and care for a sheep whose fleece is worth 50 cents when the same amount of food and care will produce a sheep with a fleece worth $1.50. Nor is it desirable that he should do so. The success of the Senate bill as it stands will raise the price of carpet wool, and also the prices of carpets, and will do good to nobody."

The *American Wool Reporter*, a protectionist journal, which is an authority in the wool and woolens industries, said:

> "The production of third-class (carpet) wools throughout the world is sure to diminish in the future, because few sheepowners deliberately breed backward, any more than sane and civilized human beings try to return to the likeness and characteristics of their cave-dwelling ancestors."

And even the American Protective Tariff League, of which Lawrence is an officer, said with reference to the silly proclamations of Lawrence's Wool Growers' Association:

> "The assertion is again advanced that the United States is capable of producing the bulk of the carpet wools used in this country. We think this is an unfortunate position for the wool growers to take. It is well known that the lowest grades of carpet wools are from wild sheep, and could never be produced in this country except at a cost for production which would require from 500 to 1,000 per cent. of protection. It would be far better to concede this truth."

But when McKinley and his Ways and Means Committee began the preparation of a tariff bill, the wool schedule was turned over to Lawrence, who not only increased the duties on carpet wools as they were openly shown in the bill, but also provided for still greater additions in obscure and tricky clauses relating to classification and methods.

The advocates of tariff reform have had no more serviceable allies than this man Lawrence and his Ohio Wool Growers' Association, and they should rejoice at the evidence that he is still in business at the old stand.

A CASE FOR INVESTIGATION.

The probability that the affairs of the Commercial Bank of Brooklyn may be examined by the Grand Jury of the county is reassuring, because it is a reminder that there is a practical relation between the criminal law and the banking business. That business in many of its features is essentially fiduciary, and the criminal law has for one of its chief principles that a betrayal of trust for gain is an offense against society and exposes the offender to the penalties of crime. It certainly should be so, because, in the nature of things, a large portion of depositors have no protection save what the honor of bank officers or the fear of the law may give them. If the former be dull, it is well that the latter be quickened by a clear example whenever the facts warrant. We do not wish to prejudge this case, but it is no exaggeration to say that, on the face of it, it is precisely such a one as the Grand Jury is justified and required to take up.

It may as well be remembered, however that the Grand Jury in Kings County is an institution, excellent in itself, and capable of doing excellent work, but limited in its powers at best, and lately sadly hampered in ways that it is not necessary to dilate upon to our readers. It is a matter, if not of public knowledge, at least of public suspicion, that there are persons involved in the Commercial Bank case who could command all the resources of the local machine to protect them from exposure, and still more from the embarrassment of trial and conviction under the criminal law. Yet it remains the duty of each Grand Jury to take up just such inquiries, and the power to get at the truth, if nothing more, is very great. This power should be used, because it is very salutary for the public to know the truth. Then, if nothing more comes of it, the responsibility is fairly definite. The people can tell with a good deal of certainty who blocks the path of justice and why, and sooner or later the time comes when the people can have their way and when the machine is powerless to resist them. By all means, if a proper kind and amount of evidence be produced, let the Grand Jury act, and, according to their oath, without fear or favor.

A SILLY ACCUSATION.

We infer from a deliverance in the editorial columns of the Chicago *Inter Ocean* that the American Protective Tariff League, whose central office is in this city, is still supplying to Republican journals the products of its roorbach factory. The *Inter Ocean* professes to have discovered, with the assistance of the Tariff League, that the Cleveland Administration has wickedly refused to enforce the immigration laws and has admitted many thousands of immigrants who should have been excluded. The evidence upon which the *Inter Ocean* relies consists of figures said to have been taken from the Treasury Department's reports as to the number of immigrants received.

Before showing how false the assertion is, we shall quote what the *Inter Ocean* says:

> "It is to be kept in mind that the Republican Administration, intent on giving direct protection to American labor, passed a law for the restriction and regulation of immigration. It not only passed such a law, it enforced it.
>
> "In February last, the last month of Republican Administration, no more than 12,586 immigrants were allowed to land in New-York.
>
> "In March last, the first of Democratic Administration, the number was increased to 42,639. This is an increase, as the *American Economist* justly remarks, of 360 per cent. in one month.
>
> "In the second month of an Administration pledged to the destruction of all forms of protection to American labor the number of immigrants rose to 75,261, which is greater by 600 per cent. than under the protection given to home labor by Republican enforcement of the Republican law for restriction of immigration.
>
> "In the third month of Democratic rule the number of immigrants rose to 95,385. This is greater by 800 per cent. than during the last month of Republican rule.
>
> "These are eloquent figures. They prove that the Democratic Party has commenced its free-trade crusade by lawlessly neglecting to enforce the law made by Republicans for the direct and special protection of labor."

The reference to the *American Economist* indicates the source of these remarkable charges. The *American Economist* is the weekly organ by means of which the Tariff League disseminates such stuff as this. Before taking up the main accusation, we direct attention to the fact that even with respect to the number of immigrants received at this port in February and March the league and the *Inter Ocean* have gone far astray. Here are the official figures:

AT NEW-YORK.

	1892.	1893.
February	23,241	10,385
March	42,862	35,626

So that the number for February was 10,385, instead of 12,586, and for March it was 35,626, instead of 42,639.

Now let us see how the number of immigrants received since March 1 compares with the number received in the corresponding months of last year, when Mr. Harrison was in the White House. We give the official figures below:

TOTAL IMMIGRATION.

	1892.	1893.
March	53,879	42,639
April	90,595	75,261
May	92,242	95,242
June	73,120	67,726
Total	309,836	280,868

In "the first month of Democratic Administration," when Federal officers were admitting so many immigrants in violation of law, as the *Inter Ocean* and the Tariff League say, the number admitted was less by 11,000 than the number admitted in the corresponding month of last year, under the Administration of Harrison. This does not afford much foundation for the assertions which we have quoted. And if it were true that the increase over the number of admissions for February was due to a wicked failure to enforce the laws, that failure must be charged to the Republican Party, for the Democratic officers of immigration were not appointed until the end of March. Dr. Senner was appointed on March 29, and Mr. Stump on March 30.

Turning to April we see that the number admitted was less by 15,000 than the number received in the preceding April, when Mr. Harrison and his subordinates were in control, and the total for the first four months of Mr. Cleveland's Administration is less by nearly 29,000 than the number of immigrants admitted in the corresponding four months of the preceding year, when the Republican Party exercised supervision over immigration. We append tables showing the official figures for the half year beginning on Jan. 1, and the number of those arriving at this port in the four months beginning with last March:

AT ALL PORTS FOR SIX MONTHS.

	1892.	1893.
January	18,057	14,831
February	26,068	12,568
March	53,879	42,639
April	90,595	75,261
May	92,242	95,385
June	73,120	67,726
Total	353,961	308,410

AT NEW-YORK.

	1892.	1893.
March	42,862	35,626
April	70,765	62,915
May	69,992	80,321
June	55,293	55,089
Total	238,912	233,951

An examination of the tables will show how dishonest is the assertion that a failure to enforce the immigration laws is revealed by the official enumeration of the immigrants from month to month. It is true that the number arriving in February last was unusually small, but everybody knows that immigration falls off in the Winter months, and that the stream was checked in the Fall of last year by the quarantine restrictions. The effect of these restrictions was seen for several months after the arrival of cholera at this port, but in March the Spring movement of emigrants to America set in again, and has been continued, although the number arriving since March 1 has been less by nearly 29,000 than the number of those received in the corresponding months of 1892.

As for the immigration laws, we have reason to think that they are enforced to-day more rigidly than they were last year. The leading labor organizations are represented among the Inspectors and have taken much interest in the work. It is admitted by all who are familiar with the facts that it is impossible, under present conditions, to detect all of the immigrants who come under contracts made unlawfully by protected manufacturers. The President of the Federation of Labor has asked Congress to authorize the employment of detectives who shall sail from foreign ports in company with steerage passengers, and thus have opportunities for getting information that cannot be obtained by the Inspectors employed at this port.

THE FRENCH IN SIAM.

The current number of the *North American Review* contains two articles on "England and France in Siam." One is by Mr. George N. Curzon, M. P., who has already, in the English reviews, written voluminously upon the subject, and who sets forth, with emphasis, the British point of view. This point of view is familiar enough by this time to all careful readers. It assumes that since Great Britain does, or has done, about nine-tenths of the trade with Siam, while Siam was still Siamese, Great Britain has a stronger interest than any other power in maintaining the independence of Siam, which has been so profitable to her. The advantages are also set forth, in Mr. Curzon's paper, of having a "buffer State" between England and France in the East. It is shown how expensive and troublesome it would be for both parties if this "buffer" were to be absorbed by one of them and the English and the French possessions in Asia were to adjoin.

All this, as we say, is well known already to all intelligent readers, though it is none the less satisfactory to have an authentic exposition of British interests made to a foreign audience. What we really want to know about, however, is the French point of view, and this is what purports to be stated, in the same number of the same magazine, by Mme. Adam. As a matter of fact, the most careful reader may safely be defied to make anything whatever of this statement. He may be tempted to think that this is Mme. Adam's fault, but he will revise and reverse that hasty and ungallant conclusion as soon as he reflects that he has not been able to extract the statement of which he is in search from any of the French official or unofficial papers bearing on the transaction.

It is quite true that many European nations, and Great Britain more conspicuously than any other, have upon occasion adopted a bullying and truculent demeanor toward weak nations not European, and have served their own interests by measures the employment of which the Penal Code of any civilized country would forbid if one man undertook to put them in practice against another. But in these cases the interest and the object of Great Britain, at least, have always been clear. Nobody has been in doubt about where she "came in." On the other hand, everybody is in doubt as to where France comes in, and what object she can have to attain by adopting toward Siam a bullying and piratical policy for which there is no ethical gratification, as is proved afresh when any French writer attempts a justification. Every impartial person will agree that the recent proceedings in Siam constitute a deep disgrace to the French nation. What such a person desires to know is what are the practical advantages for which France is ready to incur this moral opprobrium.

That is precisely what nobody can find out, and what does not appear more clearly from the paper of Mme. Adam than from any of the official utterances on the subject. As a great French writer has put it, what is France doing in that galley? It does not appear that she is doing, has done, or is likely to do, anything more important than to influence the French voter into believing that she is somehow gaining "prestige" in the Orient. As far as Siam is concerned, this prestige consists in embarrassing and obstructing a British trade which is to the French trade about as 30 to 1. If there were any prospect that this proportion might be reversed, the French would have an intelligible motive, if not an excuse. But this motive is not made out at all. No Frenchman has undertaken to show that France will gain, or even that Great Britain will lose, by the French seizure of Siam, except in so far as the greatest customer of Siam must lose by an interruption of commerce with Siam. French Indo-China is of no sort of benefit to France. It would be very interesting to have a computation, going back to the establishment of the republic, of what Indo-China has cost and what it has come to. There is no doubt that such a computation would show France to be a very heavy loser. That is not the way in which great colonizing powers, of which England is, of course, in modern times the greatest, have built up their empires. Either directly or indirectly they have made their colonies pay, and there is not the least chance that France can make her Asiatic colonies pay. She is, in fact, paying a very long bill for prestige, of a kind of which her commercial and political rivals, like Germany and England, ought to be, and are, entirely willing to leave her in possession.

The Deaf-Mutes' Roll Call.

From the Lewiston (Me.) Journal.

How could there be a more solemn ceremony than the silent roll call at the recent State Convention of deaf-mutes, with pauses for eight dead ones punctuating the stillness!

ASSASSINATION THREATENED.

Editor Lee Protests Against the Acts of a Long Island City Employe.

Long Island City, Sept. 1.—After a long period of quiet the Long Island City Government comes to the front with a disturbance on its hands. Singularly enough, ex-Mayor Gleason does not figure in this quarrel.

Editor John W. Lee of the *Queens County Herald* charges that there is a plot to assassinate him because he has criticised the administration of Mayor Sanford. He caused the arrest to-day of Thomas Collum, the watchman of the First Ward School, who established a reign of terror in the office of the paper on Wednesday.

Mr. Lee has written an indignant editorial, which appears in his paper to-day with all the prominence which double leads and display head lines can give it.

In his editorial Mr. Lee says that Collum took complete possession of the office, terrorized the editors and compositors, and made repeated threats to kill Mr. Lee. Collum, he charges, declared that he was under the protection of Mayor Sanford. Continuing, the editor says:

> "Mayor Sanford, is this the kind of good government you promised to give the people of Long Island City in the event of your election? Is this the kind of good government that the Rev. Charles Park promised we should have if you were elected Mayor of this city?
>
> "Possibly the editor of the *Herald* may be assassinated by some employe of your administration, but he cannot be intimidated even by threats of assassination. This man Collum stopped James Corwith, a member of the School Building Commission and a peaceable and law-abiding citizen, a few days ago and also threatened his life.
>
> "Mayor Sanford, we protest against such ruffianism. Every resident of this city who respects the laws and conducts himself peaceably is entitled to protection, and it is your duty as the chief magistrate of Long Island City to use every effort in your power to protect him from violence and assassination when his life is threatened by an employe of your administration. We survived a reign of terror under Gleason, but during that period our office was not invaded and the threat made that we would be assassinated at the first favorable opportunity. Has it come to this, Mayor Sanford, that, if the editor of a local paper dares to criticise adversely the official acts of any member of your administration, he does so at the peril of his life? We respectfully await your answer."

Mr. Lee further asserts that Collum has been too tenderly treated by the authorities, and that there is an evident desire to shield him from the consequences of his act. He declares that he will bring the whole matter to the attention of the Grand Jury.

At no time was Collum locked up. During the night, while he was supposed to have been on duty, the school of which he is the watchman was entered by thieves, who took away the costly plumbing which had just been put in.

CAZENOVIA'S FLOWER PARADE.

There Were Thirty Handsomely-Decorated Carriages in the Line.

Syracuse, N. Y., Sept. 1.—At Cazenovia was witnessed a novel sight yesterday afternoon. It was called a flower parade and was the first of the kind in this region.

The column was composed of thirty flower-decked carriages owned by wealthy visitors from New-York, Boston, Albany, Washington, and Philadelphia. The flowers were shipped largely from New-York and Boston for the occasion. As the different vehicles passed in review, brightly decorated and carrying women in bright and picturesque gowns, the effect was novel and pleasing and well deserved the praise bestowed upon it.

As the carriages passed the beautiful estate of the late Henry Ten Eyck they were reviewed and judged as to completeness and originality of decoration by Burr Wendell and G. M. Carnochan of New-York and W. B. Nye of Boston, who awarded prizes. The Marshals were Dr. John Van Der Poel of New-York and E. Ray Thompson of Troy.

Prominent in line was a coach and four driven by J. Fairfield Carpenter of Berlin, Germany, with the following guests: Mrs. S. D. Van Der Poel of New-York, Mrs. Theodore Rogers of Cazenovia, Mrs. Anson B. Moran of New-York, Mrs. John J. Van Rensselaer of Staten Island, Miss Van Rensselaer, Mrs. Penniman of New-York, Mr. and Mrs. Louis Delafield and Miss Delafield of New-York, Miss Delafield and Miss Shelton of Morristown, N. J.

Others in line in handsomely-decorated vehicles were Miss Angelica Schuyler Crosby, Miss Ethel De Lancey Barclay, Miss Beatrice Barclay, the Misses Dakley, Miss Laura Joy, Henry Dakley, Mr. and Mrs. Reginald Franklin, the Misses Binuse, Mr. and Mrs. Livingston Crosby, Mr. and Mrs. Henry Burden, Miss Maud Curtis, Miss Olyphant, all of New-York; Anderson Chisholm of Savannah, Ga.; Mr. and Mrs. William G. Park, Pittsburg; Mr. and Mrs. Thomas Reilly of Philadelphia, Miss Snyder of Philadelphia, John Norton of Boston, Mr. and Mrs. Charlemagne Tower of Philadelphia, Huntington Norton of Boston, Mr. and Mrs. Thomas Emory of Syracuse, Mrs. Ridgley Hunt of Washington, Miss Merwin of Boston, and others.

The affair was terminated by a reception at the Summer residence of George R. Preston of Philadelphia.

EDEN HOWLAND NOT MURDERED.

Nothing Revealed by the Autopsy to Indicate Foul Play—Funeral To-Day.

Long Branch, N. J., Sept. 1.—The autopsy on the body of Eden Howland, which was found yesterday in a marl pit at Poplar, three miles from here, shows the body was in an advanced stage of decomposition. It had evidently been in the water four or five days.

The wounds on the dead man's face had apparently been made by fish. In the course of the autopsy the skull was examined, but no wounds were discovered, except a slight abrasion of the scalp. The lungs were full of water, showing that Mr. Howland met his death by drowning. Rigor mortis had not set in. The body was so greatly swollen that it was impossible to identify it, except by the clothing and articles found on it.

The general opinion here is that Mr. Howland committed suicide during a fit of temporary aberration of mind. Dr. Brown, who performed the autopsy, was well acquainted with the dead man, and says the latter had shown signs of senile dementia for some time. Dr. Brown believes Mr. Howland wandered toward Poplar, where his old homestead is situated, and fell into the marl pit and was drowned.

The funeral of Mr. Howland will take place to-morrow from St. James's Episcopal Church.

AT THE HOTELS.

—Outerbridge Horsey of Maryland is at the St. James.

—Rear Admiral John J. Almy, United States Navy, is at the Murray Hill.

—Congressman Jacob Lefever of New-Paltz, N. Y., is at the Astor.

—J. Patenôtre, French Ambassador at Washington, is at the Victoria.

—Prince and Princess Hatzfeldt of Germany are at the Holland.

—Prince and Princess Khevenhüller of Austria are at the Windsor.

—Senator William D. Washburn of Minnesota, Surgeon General Walter Wyman, and Frank Hatton of Washington, D. C., and Chevalier Henry Soulier and Count Balbo Bertone of Rome are at the Fifth Avenue.

The Symphony Orchestra.

Morris Reno says that reports recently published of the weakening of the Symphony Orchestra are false. He says, further: "Nearly all of the former members have been re-engaged and no material reduction has been made in salaries. Some changes have been made, (principally among the wood wind players,) not for purposes of economy, but to strengthen the organization.

"The only important change in the personnel of the orchestra for the coming season will be the substitution of a first-class 'cellist instead of Anton Hekking, who has returned to Europe. Walter Damrosch, who is now in London, has a 'cellist in view who will fill this position as well as, and possibly better than Mr. Hekking, admirable artist though he is.

"No expense or trouble has been spared to strengthen the orchestra and to make the ensemble as perfect as possible."

"Prince Pro Tem" at Taunton.

Taunton, Sept. 1.—The first production of Barnet's new opera, "Prince Pro Tem," was given here to-night. The plot of the opera has already been described in The New-York Times. It abounds in amusing incidents, some of which are extremely funny. The music is bright and in the popular vein.

A "hit" was made by Olea Bull, who made her début on the professional stage. She led a classic dance composed by Miss Annie Payson Call of Boston.

Sworn in as Governor of Panama.

Panama, Sept. 1, via Galveston.—Señor Arango was sworn in to-day as Governor of the Department by the President of the High Court, amid great popular rejoicings. While the ceremony was going on in the Governor's Palace, part of a balcony collapsed and many persons fell into the street and were hurt. Among the noted persons injured were José Arango, Roman Constant Arosemena, and Father Sanguillen, leader of the Liberals in Colombia.

PERSONAL GOSSIP.

—St. Louis has a woman architect and builder, the wife of Louis J. Silva, and there are now standing in that city thirty-five dwelling houses erected after plans designed and drawn by her. Her husband is a large holder of real estate, and her work has been done in his interest. She began with frame cottages that sold for $3,800 each, and then turned her attention to the erection of brick buildings, varying in cost from $6,000 to $14,000. She personally superintends the building operations.

—Gen. Cassius M. Clay of Kentucky, who will complete his eighty-third year in October next, says that he has never indulged much in stimulants, not using spirits, coffee, or tea habitually. Tobacco he has always eschewed. He has required nine hours' sleep nightly all his life long, and in these latter years permits himself to get even more than that.

—The Rev. A. L. Urban, who has been a minister of the Presbyterian Church for twenty years past, and is now settled over a church of that denomination in Stroudsburg, Penn., is about to withdraw from the ministry of that body and enter the communion of the Protestant Episcopal Church.

—The Rev. Edward Everett Hale says that Ralph Waldo Emerson, on one of his ocean trips, committed Milton's "Lycidas" to memory to while away a few otherwise unprofitable days, and that he never heard of any one else who did that on such a voyage for pastime.

—Ex-Gov. Joseph E. Brown of Georgia is in feeble health and is confined to his home in Atlanta, but his son says his illness is not critical and there is no reason why his friends should be alarmed at his condition.

—Cardinal Gibbons is to open the Catholic Congress in Chicago on Monday. He will read before it during the session a paper on the influence of the Catholic Church in promoting the moral and social welfare of humanity.

SMALL TALK.

—A wedding was appointed to be held in Williamstown, Mass., on Wednesday evening last at 6 o'clock. The guests assembled, the bride was ready, and the clergyman and the time came, but the expected groom did not. There was first wonder, then despair. The minister became nervous, the bride hysterical, her father angry, and the wedding dinner cold. Then the guests were dismissed. About midnight a neighbor went up into his stable loft to throw down hay for his horses and there discovered the missing youth. Asked to explain his conduct, he could only say that he had lost his money and could not afford to marry at present.

—The flying machines do not fly, and the attempt to call together in Boston a convention of the inventors to tell why, in their opinion, their machines do not fly threatens to be equally a failure. Mr. Samuel Cabot, Chairman of the committee having the project in charge, says that the responses to the call for the convention are mostly from flying-machine cranks who do not understand the scientific problems to be solved in aerial navigation, but have a notion that they can build in a day a machine that will fly through the air at a cyclonic rate of speed. The Boston committee has no desire to get these people together in a convention.

—The statutes of Pennsylvania enumerate among the holidays "the first Saturday of September, known as Labor Day." The first Monday in the month is Labor Day in other States, and it was at first so provided in the Pennsylvania law, but Saturday was substituted at the request of some of the labor organizations, who thought that it was a more convenient day.

—It is related of a woman who died in West Medway, Mass., three days ago at the age of eighty-four years, that she had always lived within a quarter of a mile of her birthplace in that town, and had never been out of the county except on short carriage rides to towns near by. She never rode a mile in a railroad car in her long life.

NUGGETS.

—She was a fair Yale devotee, and he was a handsome Harvard senior.

"I am true Blue!" she exclaimed. "You can't convert me."

"May I try?" he asked.

"Oh, yes," she replied disparagingly, "you may try."

"I love you!" he said.

And she blushed Crimson.—*Vogue.*

—There come times when all of us sympathize with the Episcopal Bishop who was righteously indignant at some wrong, and who arose in the convocation saying: "Mr. President, I think it is the duty of this right reverend house to set forth a form of sound words to be used by a man under strong provocation."—*Louisville Western Recorder.*

—It appears that in a part of Mexico the expedient used for gaining majorities at the polls is to cast all opponents into jail until the elections are over. It is confidently expected that the simplicity and directness of this method will commend itself to most professional ward workers in this country as a beautiful but impracticable ideal.—*Chicago Record.*

—"I wish," sighed Jarley to his wife, "that I could get a receipt for happiness."

"Well, perhaps some time, if you will give me a little happiness, I'll give you a receipt for it," returned Mrs. Jarley.—*Harper's Bazar.*

—It was before the hurricane captured the balloon that the citizen described it to a friend, and told him that the reason it was called the "captive balloon" was because it had been taken in the Franco-Prussian war.—*Chicago Herald.*

—Some laundry could establish itself firmly in the affections of a community by making it a rule to lose a whole pair of cuffs at a time.—*Washington Star.*

To Investigate Elmira's Reformatory.

Albany, Sept. 1.—President Craig of the State Board of Charities to-day designated Tuesday, Sept. 12, as the date for the commencement of the investigation of the State Reformatory at Elmira. The committee will hold its first meetings at Elmira. Deputy Attorney General Gilbert will act as counsel for the committee. He acted in such capacity during the Hudson River State Hospital investigation. Allegations against the administration of Superintendent Brockway of the reformatory were received at the Department of the State Board of Charities to-day from the New-York *World*, the Buffalo *Evening News*, and other sources.

Gov. Flower to-day addressed a letter to the managers of the Elmira Reformatory suggesting that in view of all the circumstances connected with the proposed inquiry into the affairs of that institution Superintendent Brockway be suspended pending the investigation, the Board of Managers having full power in this regard.

"The Century" for September.

The features of this month's number of the *Century* are strong and well varied. The leading paper is devoted to World's Fair sights. Gustav Kobbé is the author of it, and it has illustrations by Castaigne. A paper by George E. Woodberry describes some of the Sicilian scenes in the Mount Etna country, and Mrs. Oliphant continues her eighteenth century papers by contributing a sketch of Defoe. The letters from Phillips Brooks, written in India, are worth careful reading as revelations of the man, and the installment of Salvini's autobiography continues the interest in these reminiscences of his own life. Bret Harte has the first part of a Scotch story, entitled, "The Heir of the McHulishes," and among the other contributors are Sarah O. Jewett, Henry Cabot Lodge, Col. Higginson, and the late Wolcott Balestier. The frontispiece is a portrait of Daniel Webster, accompanying an article on Webster by Mellin Chamberlain.

The Wheel Trust Broken Up.

Terre Haute, Ind., Sept. 1.—The Standard Wheel Company, whose offices are here, has served notice on the Western Wheel Association of its immediate withdrawal from the association. The Standard last year had 60 per cent. of the total output of the Western territory, or 316,000 sets of wheels out of a total of 518,000. There are sixteen companies in all in the association.

The withdrawal of the Standard means the dissolution of the trust and lower prices. The Western Association held a three days' meeting at Dayton, Ohio, trying to reach an agreement for the ensuing year's allotment, but failed to do so.

TOWERMAN KNOTT TO BLAME.

HE CAUSED THE LONG ISLAND RAILROAD COLLISION.

Rockaway Train Let Into His Block Too Soon, He Confessed to the Coroner—Committed for Grand Jury's Action on the Jury's Verdict—Other Employes Discharged—Company Censured—Knott Had Been in the Tower Seven Days—Put There When the Sun Affected His Head.

NEWTOWN, L. I., Sept. 1.—Robert J. Knott, who was in charge of Block Tower No. 5, at Berlin, on the Long Island Railroad, when the Rockaway Beach express ran down the Manhattan Beach special Saturday night, broke down to-day. He virtually admitted to Coroner Brandon that the blame for the collision was his.

"I ought to have let the Manhattan Beach train get further along before I gave the signal that the block was clear," said he.

It was learned that Knott, who is an Englishman, was formerly a sailor and had been in this country only since May 15 last. He then entered the employ of the Long Island Railroad as flagman at West Avenue Station, Long Island City. While working there his head became affected by the sun and he had to consult a physician, who told him he must get employment under cover.

Knott then applied to the Section Superintendent and was put in Tower No. 5, where he had been just seven days at the time of the accident. He had had no previous experience or instruction as a towerman.

Knott is twenty-three years old. He has a hatchet face, long, pointed nose, and a retreating forehead and chin, making up an extremely weak and characterless face without a particle of expression. He is the last man, judging from his looks, whom a railroad Superintendent possessing good judgment would put where hundreds of lives depended on his intelligent performance of his duties.

Although Knott had made this damaging admission the Coroner continued the inquest at Newtown this afternoon. The hearing was finally closed and a verdict rendered which strongly censured the Long Island Railroad Company.

The evidence of James McCormack, the rear brakeman on the last car of the Manhattan Beach train, showed that when the engineer of that train saw the danger signal at Tower No. 5 the train slowed down and he jumped off and went back to place torpedoes on the track. Before he had time to place them he was called in by his conductor and his train began to move.

McCormack swore that Tower No. 6 showed a white light when the train passed, but the red light at Tower No. 5 did not move. When he heard the whistle of the Rockaway train he jumped from his train again and started back. He stood to one side and saw the collision. If he had not been called in the first time he went back he could have placed the torpedoes and prevented the collision.

Thomas Rudden, brakeman on the Rockaway train, testified that he was at the rear of the first car when the collision came, and that that train was not running above thirty miles an hour. He said he did not meet McCormack, the brakeman of the Manhattan Beach train, but was told by his conductor that he gone back to put torpedoes on the track. He did not notice Tower No. 5, but saw a red light east of Grand Street Bridge, and, looking from the west, he saw it go out and was then told that a brakeman was out with lights.

Hugh O'Neill, the watchman at Haberman's tin factory, was recalled and testified that he came out of the factory as soon as the Manhattan Beach train stopped. He did not see McCormack go back with lights. It would have been impossible for any one to have gone back without his seeing him. He saw a man with two lights get on the rear platform of the train and heard some one shout for a man to go back and "Stop that train!" He also said he had seen trains run past the light as far as Tower No. 5 when the danger signal was set, the momentum of the trains being so great that the engineers were seemingly unable to stop them. He had also heard trainmen and engineers curse the No. 5 Tower and say it wasn't worth anything.

He further testified that he had noticed that lights were not changed from white to red in Tower No. 5 when trains went through. He had known the block to stand set from 12 P. M. to 5 A. M. with the red light burning, and had seen engineers stop their trains and send trainmen into the tower and had heard them say the watchman was asleep. This did not refer to Knott. He had also known the towermen who were there before Knott to employ men to run the signals while they went home. At other times the white lights would show for hours without changing and trains would go right through.

William J. Kelly, attorney for the railroad company, asked O'Neill if he ever notified the railroad company of these facts. O'Neill said he had threatened the men to expose them several times, but twice, when he went to the Long Island Railroad office with that object in view, he had got very curt treatment, and had not made the exposures.

Charles W. Hessner, towerman in Tower No. 6, then told about his allowing the Rockaway train to enter Block 5. He said he held it until he had signaled Tower No. 5 three times to see if the block was clear, the first and second times receiving negative answers, but the third time receiving the signal that the block was cleared and to let the train in. Knott acknowledged the entering of the train into the block, and a few seconds later Hessner heard a crash, and then Knott rang five bells, telling him that the block was not clear.

Hessner said his clock varied sometimes three or four minutes in a single night, and on this night he thinks it was fast. He had entered the Rockaway train in Block 6 at 11:48. He knew there was a new man at Tower No. 5, but did not know he was inexperienced. As to himself, he testified that he had been in the tower since the Long Island Railroad adopted block signals and had been a flagman for twelve years previous. He swore that signals were always set at "Danger" until the bells signaled that the block was clear. He could not see Tower No. 5 from his tower.

Joseph Holsner, rear brakeman on the Rockaway train, explained the duties of a rear brakeman. After the collision he started back to place torpedoes on the track and met Brakeman McCormack of the Manhattan Beach train. He had a white lantern with a red flag wrapped about it, so he asked McCormack for his red lantern and torpedoes, both of which he gave him. He then went back and placed the torpedoes according to rules and stopped the train behind.

The jury retired at 5:05 P. M. and returned at 7 with the following verdict, which was unanimous:

"We find that the persons named came to their death by shock caused by collision between a Manhattan Beach and Rockaway train on Aug. 26, 1893, at a point between Blocks 6 and 5, on the Long Island Railroad; and we find that their death was due to the criminal negligence of Robert J. Knott, employed by the Long Island Railroad as towerman at Tower No. 5 on the night of collision. We exonerate the crews of both trains and the towerman at Tower No. 6 from all blame.

"We censure the practice of the Long Island Railroad Company of recalling brakemen sent back where the trains have stopped for any cause on a portion of the road where trains are run upon a very short headway, where the safety of the train depends upon the watchfulness of a single towerman."

Knott was remanded, without bail, to the county jail at Long Island City to await the action of the Grand Jury, which convenes Sept. 13, all the witnesses being also summoned to appear. Engineer Cronkhite, Conductor Moll, and Towerman Hessner were discharged from arrest.

Railroad Commissioners Richards and Beardsley returned to Albany to-night. They said before going that they would submit their report to the Governor about the first of next week, and that they would suggest that the inqury be made as to whether the Long Island Railroad was properly managed. They believe Knott to be to blame.

Blasting in Fifth Avenue Stopped.

George R. Kemp, owner of the Buckingham Hotel, and Contractor Gilligan, who is working on the foundations for an addition to the hotel at 615 Fifth Avenue, have been enjoined from continuing the blasting which has been going on there since last February.

The injunction was obtained for the Democratic Club of 617 Fifth Avenue through its President, John H. V. Arnold, the reason alleged being that the clubhouse, which is between the Buckingham Hotel and the site of the proposed addition is endangered by the blasting.

A final hearing on the injunction will be given on Tuesday.

Found Dead in the Merchants' Hotel.

William Payne Sullivan, fifty years old, was found dead in bed in his room in the Merchants' Hotel, Cortlandt and West Streets, last night at 9 o'clock. He was a former resident of Halifax, N. S., and came to the hotel last April.

Mr. Sullivan had not been noticed about the hotel all day, and at 9 o'clock the clerk went to his room and found the lodger's dead body. He had evidently been dead some time. No cause can be assigned for his death, as he had not complained of being ill. The body was removed to an undertaker's and the police took charge of the man's effects.

BISHOP-ELECT HALL.

Some Particulars Concerning the Eminent Clergyman and His Work.

BOSTON, Sept. 1.—The election of the Rev. A. C. A. Hall, formerly of Boston, but now of Oxford, England, to the Protestant Episcopal Bishopric of Vermont, is an event of more than ordinary interest to Episcopalians everywhere, but it has a special interest for the Massachusetts Diocese.

Mr. Hall, previous to his recall to England in the Spring of 1891 by the Cowley Fathers, or, more strictly speaking, the Society of St. John the Evangelist, of which body he is a member, was probably the most picturesque figure in the Episcopal Church in the United States. And to many Bostonians, at least, his election to the neighboring Bishopric will cause great satisfaction.

For eighteen years he was stationed in Boston at the mission Church of St. John the Evangelist on Bowdoin Street. It was not long before Bostonians discovered in him a man of unusual powers of thought and speech, and he soon came to fill a large place in the religious life of Boston. His labors here were abundant. Not only did he do much of the preaching in his own church and a large share of the parish work, but he also wrote a great deal for publication, assisted his clerical brethren in their services, and held missions, retreats, and "quiet days" in almost every part of the country.

A man of broad sympathy and charming personality, he soon made a wide circle of friends, and acquired a broad and deep influence in the Massachusetts diocese and in the whole Church. He was a close personal friend of the late Bishop Brooks, and his efforts to secure the election of the then rector of Trinity to succeed Bishop Paddock was without doubt the reason for his recall to England by the brotherhood to whom he was bound.

There was much regret in the diocese when the order from across the sea came to the popular priest, but the life vows by which Father Hall was bound left no other course open than to bend to the will of his superiors in the society of mission priests. So high was Father Hall's standing in Massachusetts that at the Diocesan Convention last May he was mentioned as one of the three candidates to succeed Bishop Brooks.

There is little question that if Father Hall is permitted he will accept the call from Vermont.

The hold the Church in America, and America itself, has on him is well set forth in the following extract from his letter to his superior at Oxford, England, soon after he had received the order for his recall:

"It is a deep grief to me to give up my work in this city, diocese, and country. * * * I had supposed that I had practically been given to the American Church after eighteen years' ministry in this country, and after being allowed to become a naturalized citizen of the United States. Otherwise I should not have considered that I had the right to undertake various responsibilities. But the society insists upon regarding it only as a loan.

"I desire to say to any one who may be unsettled at the suspicion of a change in one to whom they have looked as a teacher, that in all the publications that I have put forth, doctrinal and devotional, I know of nothing which I desire to withdraw or alter. With unchanged principles one's views may naturally widen as years go on; we will pray that they may also deepen. I have tried to act independently of party lines. Such a course naturally exposes one to misrepresentation, and in following it one may make mistakes, but I am increasingly persuaded of its rightfulness."

Dr. Hall is about forty-five years of age. He was always a "high" churchman. But Dr. Hall was brought up in "low" church principles, his home influence being against the ritualism and principles of the so-called "high" church. Later new lessons and new influences came into his life and found room in his heart and so lodge themselves. When a student at Oxford (at Christ Church College) he became a pupil of Canon Liddon, and was very much affected by his influence and teachings.

Upon his graduation at the university Father Hall's newly-trained sympathies led him to enter the Society of Mission Priests of St. John the Evangelist, which had its house, as it has now, at Cowley, near Oxford, whence the popular designation "Cowley Fathers." The society was then in its first decade, having been established about 1860, and was the first—if Father Ignatius and his order of Benedictine monks are to be left out of account—to attempt a revival of monasticism in the Anglican communion.

The fathers lived in community. They were bound by the three vows of chastity, poverty, and obedience, and gave themselves to private devotion and discipline in order to prepare for their specially-chosen work of preaching missions and conducting retreats.

Whether the society to which he belongs will allow him to take up his residence in the United States is still unknown, but it was intimated at the time immediately preceding the last convention in this diocese that Father Hall's supporters had received assurances that if he were elected to the Massachusetts Bishopric he would be allowed to accept the call.

REVIEWED THE NAVAL RESERVE.

Assistant Secretary of War McAdoo and Others at Cold Spring Harbor.

COLD SPRING HARBOR, L. I., Sept. 1.—In a drizzling rain and damp easterly wind Assistant Secretary of the Navy McAdoo reviewed the First Naval Battalion this afternoon. The men left the New-Hampshire at 4:30 in their cutters and whaleboats, which were towed by the tug Pulver to a point opposite the polo field on the east side of Oyster Bay.

Scarcely had the boats reached the inner bay before a little tug came puffing into the harbor. It was the Manhattan, and at her foremost head was the municipal flag. Col. George B. McClellan, Acting Mayor Willis Holly, representing Mayor Gilroy; President Martin and Commissioner Sheehan of the Police Board, and a number of their friends were on board. The Manhattan steamed alongside the Pulver.

The officials were quickly transferred and sent ashore in Commodore Miller's launch, Assistant Secretary McAdoo and Lieut. Schuetze of the navy accompanying them.

In the meantime the men had landed a short distance below and were marching toward the pole grounds for the review and dress parade. These functions were concluded at 6:30, everybody being disgusted with the mud and rain. The return to the ship was hailed with joy.

This has been a quiet day. In the morning there were two rowing races, the first, between three whaleboats, won by Lieut. Duncan's crew, and the second, between five cutters, won by Lieut. Stayten's crew.

The chase of Lieut. Greene and his division by Lieut. Duncan across Center Island has caused a great deal of discussion on board, and it is difficult to say which of the two was captured. Lieut. Greene landed about 3 o'clock and Lieut. Duncan an hour later Wednesday afternoon.

Lieut. Greene succeeded in transporting his boats across the island on rollers by nightfall. The men bivouacked for the night. Lieut. Duncan's men claim they surprised the enemy while asleep and captured all their boats. On the other hand, Lieut. Greene's men claim they were not surprised, but Duncan had held up a flag of truce, and they supposed hostilities had ceased. It was under this impression that they went to sleep and their boats were captured.

The Fourth Division men were angry this morning because to the First Division had been given credit for the record-breaking march across Long Island. It was accomplished by the Fourth, they say, under Lieut. Stayten, and the average speed was three and one-half miles an hour.

The New-Hampshire will get up her anchor to-morrow and be towed down to the foot of East Twenty-eighth Street, and the cruise of 1893 will pass into history.

Statement from President Clark.

NEW-HAVEN, Conn., Sept. 1.—President Charles P. Clark of the New-York, New-Haven and Hartford Railroad has made the following important announcement:

"Our Directors meet on Saturday of next week, 9th inst., and will undoubtedly authorize some arrangement by which the payment of the second and third installments of our debentures may be made in Boston, Providence, Springfield, Hartford, and New-Haven, as well as in New-York.

"Until designation of the agencies is arranged I can only say that the subject is under consideration. Both the company and Messrs. Drexel, Morgan & Co., its financial agents, are anxious to avoid any unnecessary burden upon the subscribers. It was necessary to make the original issue of the receipts, and it may be important to exchange them for the certificates when all the installments are paid at one place, but it can probably be arranged to receive the intermediate installments at other places to suit the convenience of holders."

In Favor of the Senate Bill.

BALTIMORE, Sept. 1.—The Corn and Flour Exchange has adopted the following address to the Maryland Senators in Congress:

"Believing that the present depression in the business affairs of the country and the want of confidence existing in financial circles would be greatly relieved by the enactment into law of the bill introduced in the Senate by the Finance Committee, the Baltimore Corn and Flour Exchange asks your support and influence for the prompt passage of that bill.

"The declaration appended to the repealing clause of that bill, that the policy of the United States is to continue the use of both gold and silver as standard money of equal and exchangeable value, such equality to be secured through international agreement, or by such safeguards of legislation as will insure the parity in value of the coins of the two metals, is in accord with the principles enunciated in the platforms of both parties, and meets with our hearty approval."

Bank Circulation Increase.

WASHINGTON, Sept. 1.—The national bank circulation increased in August $26,332,054, the circulation to-day being $199,881,881.

RECEIVERS WILL TAKE CHARGE.

Equitable Mortgage Company Has Been Unable to Meet Its Obligations.

Judge Shipman of the United States Court has signed an order appointing receivers for the Equitable Mortgage Company, which was incorporated in Missouri and which has its chief office at 40 Wall Street, this city. The receivers are Charles N. Fowler, President of the company, and James M. Gifford, a lawyer of 58 William Street.

The suit for their appointment is a friendly one, the complainants being the New-York Security and Trust Company, trustee for some of the Equitable's debentures; James O. Bloss, President of the Cotton Exchange, who holds the Mortgage Company's overdue notes for $45,000, and George K. Gilluly, who holds ten shares of the corporation's stock. The company has a capital of $2,100,000.

In the bill it is set forth that the mortgage company has sold a large amount of its debenture bonds, guaranteeing the interest thereon, and this led to its present condition. The complainant says the company has issued $4,875,500 debenture bonds, against which the New-York Security and Trust Company holds mortgages on real estate amounting to $4,879,000. The New-York Company succeeded as trustee to the Washington Trust Company, which had succeeded the American Loan and Trust Company.

The Equitable has also issued debentures amounting to $1,578,500, and against them the Union Trust Company holds real estate mortgages and loans amounting to $1,580,260. Debentures have also been issued to the amount of $1,634,100, against which stocks, bonds, and other securities are held by the Kansas City Safe Deposit and Savings Bank. This same company has real estate mortgages for $997,132, against $987,200 in debentures.

In England the company has sold $4,582,744 of the debentures and in Holland $464,300, in Germany $155,200, and in Canada $56,300. These are all covered by the securities in mortgages and the like.

According to the complaint the Equitable has borrowed from banks, corporations, and individuals $1,076,462 on its notes, secured by municipal and other bonds and securities amounting to $1,321,200. The company is also charged with being liable for $454,763 for money loaned it and deposited with it and for $300,000 which it owes on open accounts.

For assets the company has the mortgages, &c., covering the debentures, and others are represented in unsold or unpledged real estate mortgages valued at $550,000, unsold or unpledged certificates amounting to $192,600, and stocks and bonds amounting to $665,750. In overdue real estate mortgage coupons the company has $176,278, tax sale certificates valued at $31,374, and has due on open account $450,000. In addition, the company holds stocks, bonds, &c., of a face value of about $600,000.

In the application it is set forth that the company, owing to the financial stringency, has been unable to meet its obligations. It owes on various charges due yesterday $180,184, and due on Oct. 1, $193,383; Nov. 1, $355,522; Dec. 1, $210,430. To save attachments against securities the receivership was asked for. The complainant says the company has a large amount of Southwestern real estate, and much loss would be entailed were it disposed of at a forced sale.

The Equitable has been one of the best known of the mortgage companies, and has ranked very well among them. It has not, however, been a favorite with the New-York banks since the tendency of the Western borrowers to permit foreclosure became pronounced. Its business has represented loans of about $3,000,000 a year. It put out money on mortgages yielding 8 per cent. on the average and issued debentures paying 6 per cent. This transaction, on the face of it, showed a profit of 2 per cent. The life of the average loan being estimated at five years, the profit for that period would be 10 per cent. It is reported that some of the mortgage companies have done business on the theory that this meant 10 per cent. profit in hand.

The Equitable began business in Missouri in a moderate way in 1884. It soon spread out, and now it claims assets in New-York, Massachusetts, Pennsylvania, Missouri, Kansas, Arkansas, Texas, Louisiana, Mississippi, Nebraska, Iowa, Colorado, North Dakota, South Dakota, Minnesota, Georgia, and Alabama. It has offices, besides in this city, in Philadelphia, Kansas City, Boston, London, Berlin, and Amsterdam.

According to its official statement for Oct. 1, 1892, the company had assets of $17,757,795.

A MAN FROM TEXAS ROBBED.

Milard Johnson's Visit to Sixth Avenue—Relieved of $500 by a Negress.

Milard Johnson, who says he is a wealthy citizen of Texas and a guest at the St. Denis Hotel, had an unpleasant experience Thursday night. He is not known by that name at the St. Denis, but the story told of his visit to the Tenderloin district is true.

Time dragged slowly with Mr. Johnson Thursday night, and he concluded to saunter through the Tenderloin district. He visited nearly every saloon on Sixth Avenue until he reached Thirty-first Street. There he met Maud Wilson of 256 West Sixteenth Street. They walked and chatted together until they reached Seventh Avenue and Seventeenth Street.

Then Miss Wilson thought she would like to visit the drinking resort known as the Old Homestead. She entered the side hallway, and the man from Texas followed. He had hardly entered the hallway when a negro woman pounced upon him, and in a twinkling she extracted $500 from his vest pocket and disappeared.

The man from Texas was stunned for a moment, but he soon recovered sufficiently to act upon Miss Wilson's advice to report his loss at the West Thirtieth Street Police Station. The two gave a good description of the woman, and before long Detectives Sullivan and Lang were knocking at the bedroom door of Alice Martin of 169 West Thirty-second Street. Alice, however, would not open the door, but the detectives soon burst it open.

As they entered the room Alice stood with an uplifted knife in one hand and a roll of bills in the other. She threatened to kill any one who touched her. The detectives, however, were too sharp for her, and she was soon under arrest, although she fought hard before she was subdued. On taking the money from her hands the detectives found only $300.

With some difficulty the woman was taken to the police station. Yesterday she was remanded in the Jefferson Market Police Court as a suspicious character, Mr. Johnson not appearing to make any other charge.

At the station house Alice Martin said she had given $200 of the money to Joseph Miller, a dealer in second-hand stoves at 168 West Seventeenth Street. He was arrested, and Maud Wilson was detained as a witness.

OLD GUARD'S TEMPORARY HOME.

Scottish Rite Hall Accepted, After Considering Many Generous Offers.

The Old Guard Battalion held a largely-attended meeting last night at the clubhouse of the Veteran Firemen's Association to consider what was best to do in reference to providing a new home to replace the one which was burned out Wednesday night. Major Thomas S. Sloan presided. Many different projects were discussed.

Invitations had been received by the battalion from the Twenty-second Regiment, the Ninth Regiment, the managers of the Industrial Building, the Trustees of Scottish Rite Hall, and several other organizations, placing their respective buildings at the disposal of the homeless battalion.

It was decided to make the headquarters of the battalion, until its home should be restored, in the Scottish Rite Hall, at Madison Avenue and Twenty-ninth Street, with the understanding that the battalion should not be placed under a burdensome obligation of hospitality, but should be allowed to pay such a sum as should be agreed upon as a proper rental.

The Chairman announced that Joshua Gregg, the leaseholder of the property at Fifth Avenue and Fourteenth Street, would restore the building at once, and that within sixty days the battalion would be able to re-enter its old quarters.

The members of the battalion reported their respective losses of uniforms and paraphernalia by the fire, showing that he was a lucky man who had saved his big bearskin hat. Two quart bottles of supplies, however, had been rescued by the intrepid firemen from the burned armory, and upon these two bottles the old guardsmen present opened a concerted and destructive fire.

The total loss of the Old Guard is estimated at $10,000.

Want to Settle in Mexico.

CITY OF MEXICO, Sept. 1.—Consul General Crittenden has received letters from people in Colorado and Texas indicating a desire on the part of many citizens to emigrate to Mexico. The writers said they had money and desired to settle here in colonies. They wanted the Government lands, and asked the Consul General to ascertain from the Mexican Government whether arrangements could be made.

Mr. Crittenden immediately communicated with the Department of Colonization, which promised to give immediate attention to the cause. Consideration of opportunities in Mexico for an industrious class of immigrants seems to be almost universal, inquiries coming from the United States, Japan, Italy, and other countries. The Government is friendly to this movement.

LATEST ARRIVALS.

SS Persian Monarch, (Br.,) Bristow, London Aug. 19, with mdse and passengers to Sanderson & Son. Arrived at the Bar at 9 30 P. M.

STOECKER DODGES REPORTERS

FLIGHT OF THE NOTED GERMAN ANTI-SEMITE IN A CAB.

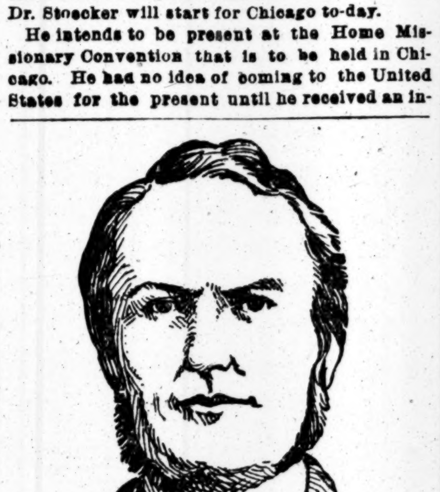
Having Started from Berlin for This Country on Forty-eight Hours' Notice, He Disappears from the Augusta Victoria as Soon as the Gang Plank Is Lowered—He Will Attend the Congress of Religions at the World's Fair—Pastor and Politician.

The Rev. Dr. Christian Adolf Stoecker, ex-Chaplain of the Court of Berlin, Germany, noted as one of the founders of Christian Socialism and as a vigorous anti-Semite, arrived in this city yesterday by the steamer Augusta Victoria. During the voyage he made inquiries as to the best way to elude newspaper reporters on the vessel's arrival in port, and he was told to get into a cab and drive away.

Dr. Stoecker apparently thought this very good advice, for as soon as the gangplank was over the side of the Victoria he rushed down on the pier, called a cab, and was whisked away. Inquiry at the baggage office disclosed the fact that his luggage had been checked through to Chicago.

Dr. Stoecker went to a restaurant in Hoboken, where he breakfasted, and was astonished at the delicacy and cheapness of American oysters. He then went to Jersey City and took the 1 P. M. train on the Pennsylvania Railroad for Philadelphia. There he was to be the guest of the German Hospital. The house surgeon at the German Hospital is an old friend of his. Dr. Stoecker will start for Chicago to-day.

He intends to be present at the Home Missionary Convention that is to be held in Chicago. He had no idea of coming to the United States for the present until he received an invitation to be present at the missionary convention, and had just forty-eight hours in which to make up his mind before starting from Germany.


The Rev. Dr. Christian Adolf Stoecker.

On the voyage to New-York Dr. Stoecker was requested by the officers and the Lutheran passengers on the Augusta Victoria to conduct religious services. He did so, holding two services, one in the cabin and the other in the steerage.

Dr. Stoecker was expected to deliver a series of lectures in this country on Christian Socialism, and possibly, also, on the anti-Semitic movement. Those who wished to hear him will probably be disappointed. During the voyage he said he was not prepared to deliver any lectures on Christian Socialism or on political topics. If he speaks at all he will confine himself to expounding Scripture and theology.

He will stay in Chicago until Sept. 29. He will then visit Toronto, Montreal, and Boston, afterward coming to New-York. He sails for Germany on Oct. 5.

Dr. Stoecker's friends in New-York were disappointed in not seeing him. At the German Lutheran Immigrant Mission House, 26 State Street, there are several letters awaiting him, and Pastor Berkmeyer expected that he would call for them, as he must have ordered his mail to be sent there.

His friends at the German branch of the Young Men's Christian Association at 142 Second Avenue sent a Reception Committee to meet him at the pier, but the committee missed him.

The Rev. Dr. Feiske, the new Superintendent of the German branch of the Young Men's Christian Association, is an old friend of Dr. Stoecker, and left him in Germany only three months ago.

"At that time," said Dr. Feiske, "Dr. Stoecker had no idea coming to America. He must have made up his mind to come over very suddenly.

"I am every well acquainted with Dr. Stoecker," continued Dr. Feiske. "He is about fifty-eight years of age, well built, has broad shoulders, and is inclined to corpulence. His hair is gray. When he reads or speaks to a person he has a habit of pulling his spectacles toward the end of his nose.

"He was born, I believe, in Magdeburg, in Prussia, and his father was Wachmeister of cuirassiers. He studied at Leipzig, Halle, and Marburg, and was ordained to the ministry in 1863. He became a curate in the Prussian province of Sachsen, and on the breaking out of the Franco-German war he became a Chaplain in the army. He went to France with his regiment, and was there throughout the war.

"He is an eloquent and forcible preacher, and came under the notice of the King of Prussia, later the German Emperor, Kaiser Wilhelm. In 1877 Dr. Stoecker, General Superintendent Bauer, and Dr. Koegel were made Court Chaplains in Berlin. Later Dr. Stoecker took an active part in politics.

"He joined the anti-Semitic movement in 1888 because he believed that the Hebrews in several cities and districts in Germany were persecuting and oppressing the Christians.

"In consequence of his political activity the alternative of renouncing politics and confining himself to his theological duties or of resigning was presented to him. He resigned, I believe, during 1890. Then he devoted himself to politics and to the City Mission in Berlin, of which he is still one of the Directors."

DONALDSON IN MEXICO.

Traveling and Dickering with Owners of Coffee Lands.

CITY OF MEXICO, Sept. 1.—E. M. Donaldson, who was President of the First National Bank of Marion, Kan., and Secretary of the Union Trust Company of Sioux City, Iowa, and who, it is charged, defaulted in the sum of about $600,000, is in Mexico. He arrived in this city about ten days ago and called upon United States Consul General Crittenden, who, not suspecting the charges against him, introduced Donaldson to persons having coffee lands for sale.

Several tracts were offered Donaldson, but upon perusal of the description furnished, he resolved to visit those of San Andrez Tuxtla in the State of Vera Cruz, for which point he said he would start as quickly as relief could be obtained from his ailments. He said that he was suffering intensely from Bright's disease.

Mr. Donaldson was not idle during his stay in this city. He engaged a private secretary and a typewriter. He expressed a preference for female typewriters as being more honest than men.

Donaldson left here last Sunday evening, stating that he was going to Vera Cruz, but word has reached here that he left the train at Puebla and is now believed to be in Oaxaca. The police authorities have not received any notice regarding Donaldson.

Caught Ringing a False Fire Alarm.

Policeman Michael Creedon of the Elizabeth Street Station last evening arrested Frank Gungharar, aged seventeen, of 27 Oak Street, for ringing in a false alarm of fire from the box at Franklin and Centre Streets.

The policeman stood in the shadow of the new Court House and saw Gungharar hurry to the box and give the alarm. He caught the young man after a hard run.

There have been a dozen false alarms in that section within a few weeks. Gungharar will be arraigned in the Tombs Police Court this morning.

Nineteen Years Old and a Suicide.

BAY HEAD, N. J., Sept. 1.—Artsen, son of Francis Rawle, a Philadelphia lawyer, committed suicide in his father's cottage here last night by shooting himself in the head with a revolver. He was found dead in bed by his mother with the weapon by his side. He was nineteen years old. No reason can be assigned for the suicide.

—George Samuels has been held by United States Commissioner Hoyne of Chicago in $3,000 bonds for misuse of the mails. He was taken to jail.

VICTIMS OF THE CHESTER WRECK.

Several Bodies Believed to be Hidden by the Debris.

SPRINGFIELD, Mass., Sept. 1.—Thirteen dead, another dying, nearly forty seriously injured, and two missing is the record of the Chester accident on the Boston and Albany Railroad as it stands this afternoon. It is believed that there are several bodies yet hidden by the mass of débris in the Westfield River, and some of the workmen who picked their way over the distorted timbers this morning told gruesome tales of the discovery of uplifted arms and ghastly heads reflected in the stream. The work of removing the débris is progressing slowly, and not for several days will it be possible to obtain more definite information concerning the number of lives lost.

Early in the forenoon the dismantled engine was lifted from its bed of sand to the rails and pushed down the sidetrack.

Passengers on incoming trains were transferred in carriages from the Huntington Road to the opposite side of the stream, and no attempt was made to follow the schedule time. Nearly every house along the Huntington Road was converted into a hospital during the night, and many of the victims also found refuge at Wright's Hotel.

The injuries to Walter T. Hawkins, City Solicitor of Pittsfield, were found to be more serious than was thought at first. His wife arrived this morning and took charge of him.

Miss Rita Sumner of Boston, who is suffering from internal injuries at the home of James C. Crocker, is raving for her mother, whose present whereabouts is unknown. Rita says she and her mother were occupying a seat together when the shock came. She has not seen her mother since, and no person answering the description of Mrs. Sumner is at any of the home hospitals.

Ralph De Forrest of Boston, the cook who was so badly scalded, is failing rapidly and it is feared his injuries will prove fatal.

E. H. Talbot, one of the survivors of the accident, is not editor of the *Iron Age*, as yesterday's dispatches stated.

PORTLAND, Me., Sept. 1.—John E. De Witt, one of those killed in the Chester accident yesterday, came of an old and respected Knickerbocker family. He was born in New-York City fifty-four years ago. He became President of the United States Life Insurance Company, and in 1876 President of the Union Life Insurance Company of Maine.

Mr. De Witt was the possessor of one of the finest private libraries in the United States. He was President of the Portland Society of Art, President of the Union Safe Deposit Vault Company, a member of the Board of Trade, a Vestryman of St. Luke's Cathedral, and President of the Society of the Sons of the American Revolution. He was one of the leading Democrats of the State, although he never could be prevailed upon to accept an office. He leaves a widow—a cousin of Senator Hawley of Connecticut—and two children, a son, a student at Yale, and a daughter.

CHICAGO, Sept. 1.—Harry C. Ives, who was killed at Chester, was the assistant to the First Vice President of the Santa Fé Railroad, and was well known in railroad circles throughout the Northwest. He left Chicago on the Boston limited on Wednesday morning on a vacation trip of a week and for the purpose of bringing home his fifteen-year-old daughter, who had been visiting friends in Maine. His wife and two younger children live in this city at 443 Elm Street.

Mr. Ives came here three years ago from Minneapolis and was general purchasing agent for the Santa Fé Road for some time, and soon after his arrival was made assistant to the First Vice President. He was forty-one years old. He began his railroad career about fifteen years ago, and was the leading engineer of the Northern Pacific when it was building. He married Miss Jessie Griffin in Minneapolis. His father and mother resided with him here.

SOUTH FRAMINGHAM, Mass., Sept. 1.—Among those injured in the Chester disaster were Prof. F. S. Hotaling and wife of New-York City, who were bound for Mrs. Hotaling's home in Framingham. Prof. Hotaling's collar bone was broken and his body cut and bruised. His wife was bruised quite seriously. They arrived in South Framingham last night on a special train, and were met by Mrs. Hotaling's father, John C. Hastings. Prof. Hotaling a is teacher of Greek and Latin in a New-York institution. He was formerly Principal of the Framingham High School.

OBITUARY.

The Rev. John Cunningham.

The Rev. John Cunningham, D. D., LL. D., died of diabetes at his home in St. Andrew's, Scotland, yesterday. He had been ill for months. He was born at Paisley in 1819. He studied at the University of Glasgow for four sessions, and subsequently sat under the instruction of Sir William Hamilton, Prof. Wilson, (Christopher North,) and Dr. Chalmers, in Edinburgh.

After completing his theological studies in Glasgow, he was licensed as a preacher in March, 1845. In 1859 he published "The Church History of Scotland"; in 1868, "The Quakers"; in 1874, "A New Theory of Knowing and Known." He wrote voluminously also for the *Edinburgh Review*, *Macmillan's Magazine*, and the *Westminster Review*. He received his D. D. from Edinburgh in 1860, and his LL. D. from Glasgow in 1886. In the latter year he was appointed by the Crown to be Principal and Primarius Professor of Divinity in St. Mary's College, St. Andrew's.

Obituary Notes.

WILLIAM G. BILLINGS, Grand Master of the Grand Lodge, Independent Order of Odd Fellows of New-Hampshire, died yesterday at Plymouth, N. H., aged forty-one, of diphtheria. Mr. Billings was elected Grand Master in October last, after having served in all the other chairs of the order. He was one of the best-known and most popular Odd Fellows in the State. He was also prominent in Masonic circles, a Past Master of St. John's Lodge and Past Commander of De Witt Clinton Commandery Knights Templars.

SAMUEL M. BALDWIN, fifty-one years old, a prominent lawyer, died at his home, 608 High Street, Newark, N. J., yesterday. He was a graduate of Amherst College. From 1881 to May, 1893, he served in the Newark Board of Education. He went to the war as a private in Company K, First New-Jersey Volunteers, and was mustered out as Captain of Company F, Thirteenth Regiment. He held an office in the Lincoln Post, G. A. R.

SILVER PURCHASES AND COINAGE.

Figures Furnished by Secretary Carlisle—August Mintage.

WASHINGTON, Sept. 1.—Secretary Carlisle stated to-day that the silver purchased by the Treasury Department during the month of August, 1893, was 3,898,022 fine ounces, costing $2,880,532.

The total silver purchased under the act of July 14, 1890, up to Aug. 31, 1893, has been 163,047,664 fine ounces, costing $151,804,170.

The silver bullion on hand at the several mints is as follows: Philadelphia—114,366,611 fine ounces; cost, $104,310,793. San Francisco—11,359,142; cost, $10,291,725. New-Orleans—8,303,065; cost, 7,213,020. Carson—596,674; cost, 487,218. Total, 134,625,492; cost, $122,302,756.

From the silver bullion purchased 36,087,185 silver dollars have been coined, the bullion therein contained costing $29,502,117. This number of silver dollars is held in the Treasury for the redemption of Treasury notes, less some $714,000 which have been redeemed and canceled.

The recoining value in silver dollars of the bullion on hand is $174,061,242.

Out of $5,120,000 worth of coinage executed at the mints of the United States in August $4,340,800 was gold, as follows: Double eagles, $2,500,000; eagles, $1,267,400; half-eagles, $573,400.

The silver coined amounted to 1,910,000 pieces of the value of $674,000 in half and quarter dollars and dimes. No standard silver dollars were coined.

Nickels to the amount of $84,900 and pennies to the amount of $20,900 were also coined.

NEW-YORK AND ROUND ABOUT

—Postmaster Dayton has received a telegram from San Francisco informing him that the steamship Alameda arrived there Thursday with mail from Australia and Honolulu. This mail is due to arrive in this city Tuesday. The next mail for Australia will close at the Post Office at 6:30 P. M. Sept. 16.

—A cablegram received by the North German Lloyd Steamship Company states that among the cabin passengers on the Spree, sailing from Bremen Aug. 29 and Southampton Aug. 30, are Mr. S. L. Clemens, (Mark Twain,) Director Hahn, Baurath Lieber, Capt. Piorkowski, and Councillor Wiesenburg.

—William Y. Johnson, receiver of the Somerset County (N. J.) Bank at Somerville, has prepared his report to be presented to the Chancellor on Monday next.

—Robert Rowley, sixteen years old, of Yonkers, was drowned off the gas-house dock Thursday night, while in swimming.

ONE DAY'S FIRES IN NEW-YORK.

4:30 A. M.—Mrs. John Path, 201 West Twenty-sixth Street; damage trifling; caused by clothes catching fire.

10 A. M.—117 Clinton Street; John Broom; damage small; cause unknown.

11:30 A. M.—31 Canal Street; M. Stitch; damage trifling; caused by awning being set on fire by boys.

1:40 P. M.—22½ Catharine Street; Charzine Brothers; damage $[illegible]; cause unknown.

A NAIL THAT EVERY HORSEMAN KNOWS.

The Putnam Nail Company's Exhibit at the Fair a Notable One.

CHICAGO, Sept. 1.—An interesting exhibit is made here by the Putnam Nail Company of Neponset, Boston, Mass., whose display is in the northwest part of the Manufactures Building, Section G, Block 4. At the company's pavilion the famous "Putnam" nail is shown in thirty shapes and sizes. A large card illustrates how these nails are hot forged by hammer blows, and hammer pointed without shearing. This is in imitation of the old hand process, and the "Putnam" is the only nail made after this manner.

The Swedish iron rods of the best quality from which these nails are made are heated by gas to a welding heat before entering the hammers, and therefore the nails are not injured by sulphur, as would be the case were coal used.

This process renders impossible the splitting when the nail is driven so dangerous in other nails.

Besides giving its nails away as souvenirs, the Putnam Nail Company also distributes half-tone reproductions of the large picture which hangs in its booth, representing Robert Bonner superintending the shoeing of Sunol and handing his blacksmith a "Putnam" nail. Mr. Bonner always insists that these nails be used in shoeing his horses.

GEOGHEGAN NOT TO DIE.

The Brooklyn Wife Murderer to Serve a Life Sentence in Prison.

ALBANY, N. Y., Sept. 1.—Edward Geoghegan, the Brooklyn wife murderer, who was to have been killed by electricity in Sing Sing Prison Monday, has had his sentence commuted to imprisonment for life by Gov. Flower, and Geoghegan will be taken at once to the criminal asylum at Matteawan.

It was thought at the time of his conviction that he was not of very good mental power, and since his sentence he has shown symptoms of insanity.

The sentence was commuted by the Governor after he had read the report of an examination made by Dr. Pilgrim of the Hudson River State Hospital.

The crime for which Geoghegan was sentenced was the murder, on Sept. 8, 1892, of his wife, to whom he had been married only about a year. She had left him on account of his harsh and brutal treatment, and he went to her mother's house, 103 Sackett Street, Brooklyn, and there shot and killed her.

Geoghegan is twenty-eight years old, and was a truck driver in Brooklyn.

BUSINESS TROUBLES.

THE FIRM OF HENRY BRUNHILD & CO., doing a wholesale liquor business at 62 Water Street, has been attached for $654 in favor of the American Distributing Company for high wines and spirits. The attachment was granted on the ground that it had transferred and disposed of its property with intent to defraud creditors and for a grossly inadequate consideration. The partners in the firm are Henry Brunhild and Otto Fox. It was alleged in the affidavits that on Aug. 30 Mr. Brunhild said the firm had transferred the good will, stock, and fixtures of the business to Leopold Frohman, a nephew, to prevent the seizure of the property, as it had indorsed notes for Eppinger & Russell, wholesale dealers in yellow pine, who failed a few weeks ago; that the stock was worth $10,000; that book accounts worth $15,000 had been assigned to Mr. Frohman for $2,500 in cash and $11,500 in notes; that these notes had been transferred by the firm to a bank as security for borrowed money and paper held by the bank; that the firm also transferred book accounts to the amount of $4,579 to Mrs. G. Rosenthal in payment of a claim of $3,500; book accounts to the amount of $2,501 to Karl Strauss & Co. of Philadelphia in payment of a claim of $1,500 and book accounts to the amount of $2,052 to H. E. Mendelson in payment of a claim of $2,000, and that Mr. Brunhild had applied the $2,500 cash in payment of his personal obligations. At the Sheriff's office it was said that there was nothing to levy upon, as everything had been transferred. Mr. Brunhild was formerly in business at Richmond, Va., and Wilmington, N. C., and started here in June, 1889. Mr. Fox became a partner in January, 1892. He was formerly with Eppinger, Fox & Co. of San Francisco. The firm formerly claimed a capital of $68,000.

FAILURES FOR A WEEK.—*Bradstreet's* reports 369 failures in the United States during the week, against 456 in the preceding week, and 138, 178, 141, and 143 in the corresponding weeks of 1892, 1891, 1890, and 1889. The Middle States had 87, New-England 56, the Southern States 47, the Western States 89, the Northwestern States 52, the Pacific coast 30, and the Territories 8. Canada had 30, against 47 for the previous week. Of the failing enterprises 77 per cent. were of those employing capital of $5,000 or less, and 13 per cent. of those with $5,000 to $20,000 capital; 36 failures are reported with capital each in excess of $20,000.

THE A. DE RIESTHAL COMPANY, china and glass ware, at 55 Murray Street, has been attached for $3,066 in favor of William C. Bowers on a demand note, and for $6,143 in favor of Hélène De Riesthal, who obtained judgment in Kings County. The company was incorporated in December, 1892, with Alphonse De Riesthal as President and Oscar J. De Riesthal as Treasurer, the capital stock being $150,000. Alphonse De Riesthal made an assignment on March 20, 1891, with liabilities of $176,000, which were settled, it is said, at 25 cents on the dollar. The company had no rating at *Bradstreet's*.

RECEIVERS APPOINTED.—George H. Keim of this city and John C. Cushman of Chicago have been appointed receivers for the New-York Anderson Pressed Brick Company, whose office is at 1 Union Square, on the application of James C. Anderson of Chicago, President of the company. Mr. Cushman had previously been appointed in Chicago.

JAMES LAWLOR, who kept the Hotel Hamilton at Eighth Avenue and One Hundred and Twenty-fifth Street, and the Hotel Shelburne at Third Avenue and Thirty-fourth Street, has made schedules showing liabilities of $130,551, normal assets of $41,559, and actual assets of $9,715.

JUDGMENT AGAINST THE EQUITABLE MANUFACTURING AND ELECTRIC COMPANY of 44 Broadway, of which Cornelius Fellowes was President, has been entered for $29,649, in favor of Wendell Goodwin, on an assigned claim of Eben R. Morse for money loaned.

SEARLE & WEBSTER.—The liabilities of Searle & Webster, the failed shoe manufacturers of Haverhill, Mass., are $153,000, and the assets $79,700. It is thought that the creditors may get 60 cents on the dollar.

THE WEATHER.

WASHINGTON, Sept. 1—8 P. M.—Forecast for Saturday:

For *New-England* and *EASTERN NEW-YORK*, showers, southerly winds.

For the *District of Columbia*, *Eastern Pennsylvania*, *New-Jersey*, *Maryland*, and *Delaware*, showers, probably fair in the interior during the afternoon or night, easterly winds, becoming variable. For *Virginia*, *North Carolina* and *South Carolina*, showers, clearing in the interior, variable winds, increasing on the coast. For *Eastern Florida* and *Western Florida*, rain, slightly warmer in northern portion of Eastern Florida, high southerly winds.

For *Georgia*, showers, easterly winds. For *Alabama*, generally fair, preceded by light showers in southeast to-night, winds becoming north. For *Mississippi*, *Louisiana*, *Eastern Texas*, *Arkansas*, *Indian Territory*, and *Oklahoma*, fair, north winds.

For *Western New-York*, showers, followed by fair in the afternoon or night, high southerly winds, becoming northwest. For *Indiana* and *Illinois*, fair till Sunday night, slightly cooler south, northwest winds. For *Tennessee* and *Kentucky*, generally fair, north winds. For *West Virginia*, *Western Pennsylvania*, and *Ohio*, generally fair, winds becoming westerly. For *Lower Michigan*, *Upper Michigan*, and *Wisconsin*, fair, preceded by light showers in extreme Eastern Michigan, slightly warmer, north winds, becoming variable.

For *Kansas* and *Colorado*, fair, slightly warmer in northern portions, variable winds, becoming south. For *Montana*, fair, slightly cooler, winds becoming westerly. For *Minnesota*, *North Dakota*, *South Dakota*, *Iowa*, and *Nebraska*, fair, warmer, variable winds, becoming south. For *Missouri*, fair, north winds, becoming variable.

SIGNALS are displayed at Buffalo, Sault Ste. Marie, Milwaukee, Milwaukee section, Green Bay section, and Ashland section.

RIVERS.—The Tennessee will rise below Chattanooga, and the Savannah below Augusta; the other rivers will change slightly.

WEATHER CONDITIONS.—A trough of low pressure extends from the Gulf to the St. Lawrence Valley, with rains in the Atlantic States. The disturbance in the Middle Gulf appears to be gaining in intensity, with signs of a slight movement toward the East. A region of high pressure is central off the North Atlantic coast, but this will move off to-night. A second high pressure area is central in Nebraska, diminishing in magnitude.

Rain has fallen in the Atlantic States except Maine and in the upper lakes. The temperature has generally fallen on the Atlantic, except risen slightly in East North Carolina; it has fallen in the upper lakes, the Missouri, and Upper Mississippi Valleys, and has remained nearly stationary elsewhere.

The following heavy rainfalls (in inches) were reported during the past twenty-four hours: South Carolina—Batesburg, 2.50; Greenwood, 2.80; Greenville, 1.60. Georgia—Toccoa, 2.00.

The Tennessee has risen 6.8 feet at Chattanooga and the Savannah 5.3 feet at Augusta.

The following shows the changes in the temperature for the past twenty-four hours, in comparison with the same date of last year, as indicated by the thermometer at Hudnut's pharmacy, 218 Broadway:

	1892.	1893.		1892.	1893.
3 A. M.	65°	69°	3:30 P. M.	70°	69°
6 A. M.	62°	68°	6 P. M.	67°	66°
9 A. M.	66°	71°	9 P. M.	63°	63°
12 M.	69°	75°	12 P. M.	58°	62°

Average temperature yesterday.......67¾°
Average for same date last year.......65°
Average for same date last fifteen years.......70⅛°

LOSSES BY FIRE.

PROVIDENCE, R. I., Sept. 1.—The Thornton Worsted Mill in Johnston was burned this morning. It was owned by the Thornton Worsted Company, of which William A. Shaw is President and manager. The loss is estimated at $225,000, and the insurance is $200,000, placed in ten policies in Boston, Worcester, Fall River, and Providence.

BENNINGTON, Vt., Sept. 1.—Fire last night destroyed W. D. Newton's plumbing establishment and the dry goods store of A. K. Ritchie. Newton's loss is total; no insurance. Ritchie had $22,000 in stock, which was partly saved and insured. The building, which is insured, was only partly burned.

—Chief of Police Blodgett yesterday, at Saratoga, arrested five men on the suspicion that they are members of a gang of watering-place hotel thieves. A search of the luggage of three of them justified the suspicion from the valuable articles of plunder that it contained.

TO-DAY'S SUPPLEMENT CONTAINS

Page 9.

- Mr. Rosenfeld as a projectile.
- Entries for the Waverly Fair.
- Emma Goldman to be indicted.
- Meeting of Municipal Building Commission
- Figures from the Treasury report.
- Penalties paid by builders of war ships.
- Coney Island and Jersey mosquitoes.
- Would not obey a court order.
- Appointments by the President.
- Broker Hathaway's failure.
- Bundy won at last.
- Mrs. Virginia Beverly McLean dead.
- Funeral of Mrs. Bridget Scannell.
- No fears for the Alvo.

Page 10.

- Two new torpedo boats.
- Kansas balances may be taken home.
- Commercial Affairs.
- Live Stock and Foreign Markets.
- State of Trade and Chicago Produce Markets.
- Post Office notice.
- Railroad, Steamboat, and Shipping advertisements.

NOTICE TO THE PUBLIC.

This morning "The New-York Daily Times" consists of TEN PAGES. Every newsdealer is bound to deliver the paper in its complete form, and any failure to do so should be reported at the Publication Office.

Cadets to be Tried by Court-Martial.

WEST POINT, N. Y., Sept. 1.—Cadets Juley, Conrad, and Bash will be tried by court-martial here to-morrow. These are the cadets who wandered beyond camp limits and were discovered in a Chicago hotel by an army officer. Conrad and Bash are first class men. Juley belongs to the third.

When baby was sick we gave her Castoria.
When she was a Child she cried for Castoria.
When she became Miss she clung to Castoria.
When she had children she gave them Castoria.
—*Advertisement.*

E. & W. "Octa." "Shattemuc." E. & W.
Either style if you wear a low collar.

MARRIED.

AINSWORTH—GRAY.—At Cape Vincent, N. Y., on Aug. 30, 1893, by Rev. David L. Bradley, WILLIAM KING GRAY of Elizabeth, N. J., to EMMA GERTRUDE AINSWORTH, daughter of Willard Ainsworth of Cape Vincent.

DIED.

Brannigan, Thomas.
Partridge, Harriet A.
Stearns, Charles N.
Tallman, Margaret M.
Vail, Sanford.
Woodhull, Caleb S.

BRANNIGAN.—Aug. 31, 1893, THOMAS BRANNIGAN, father of P. T. Brannigan, at his son's residence, 357 East 72d St.

Funeral to take place Sunday, Sept. 3, at 2 P. M. Interment Calvary Cemetery.

PARTRIDGE.—On Saturday, Aug. 26, HARRIET A. PARTRIDGE, daughter of Jane A. and the late James Partridge.

Funeral services Sunday, Sept. 3, 4:30 P. M., at the residence of her sister, Mrs. Thomas G. Shearman, 176 Columbia Heights, Brooklyn.

STEARNS.—Accidentally drowned at Murray Bay, Canada, on Aug. 31, CHARLES NYE STEARNS, only son of Sergt. P. and Margaret B. Stearns of Montreal, Canada, and formerly of Newark, N. J., aged 22 years.

TALLMAN.—At Nyack, Sept. 1, MARGARET M., eldest daughter of the late Tunis and Effie Tallman.

Relatives and friends are invited to the funeral at her late residence, Clinton Av., Nyack, N. Y., Monday, the 4th inst., at 1:30 o'clock P. M.

VAIL.—At Stamford, Conn., on Thursday evening, Aug. 31, SANFORD, son of the Rev. R. P. H. and Mary S. Vail, and student in Williams College, in the 21st year of his age.

Funeral will be held from First Presbyterian Church on Monday, at 4 P. M. Friends of the family invited to attend.

WOODHULL.—On Friday, Sept. 1, CALEB SMITH WOODHULL.

Funeral services at his late residence, 46 Monroe Place, Brooklyn, on Monday, the 4th inst., at 4 o'clock P. M.

KENSICO CEMETERY, HARLEM RAILROAD.—48 minutes from Grand Central Depot; new private station at entrance. Office 16 East 42d St. Telephone call 556, 38.

Special Notices.

THE LENOX IS OPEN EVERY WEEK DAY during the Summer from 10 A. M. to 5 P. M. Exhibition of Rare and Early Printed Books, Columbus Documents, the Oldest Books on America, &c. Two Galleries of Paintings. The Lenox Collection of Bibles, Americana, Shakespeareana, &c.; the Duyckinck Library of English and American Literature; the Astoin Library of French Literature; the Drexel Musical Library; the Robert L. Stuart Library; the George Bancroft Library.
Admission free. No tickets required.

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BOSTON.

NEW-YORK TIMES ON "MYNHEER JOE."

A Pennsylvania Dutchman for Hero.

MYNHEER JOE. A Novel. By St. George Rathborne. 12mo. 300 Pages. Handsomely bound in cloth. Price, $1.00. Paper cover, 50 cents. New-York: Robert Bonner's Sons.

NEVER WAS THERE SUCH AN INTERESTING FELLOW AS MYNHEER JOE. You must not take him for an out-and-out Dutchman, for he is something that really must be very much better. He is a Pennsylvania Dutchman and a newspaper hero. He thinks nothing of saving a young lady, Molly Tanner, from a watery grave. He does it before breakfast at Malta. Then Joe clears out to Khartoum and fights with Gordon against the Mahdi. Joe being Dutch is tough, and the jackals don't get him. He escapes, to fall into the hands of Grimes, another newspaper man, who extracts all his story from him and publishes it. Finally Mynheer Joe marries Molly in Calcutta, and the couple sail for China, and an Illinois statesman shouts for them with a fog-horn sound and pronunciation, "Bong voyage, Mynheer Joe!"—*New-York Times of Sunday, Aug. 27th.*

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OF CHANCE.
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PRIZE NOVEL
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TALES FROM TOWN TOPICS.
September No., (9.)
All news and book stands and railway trains, or send price, 50 cents, to
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FINANCIAL AND COMMERCIAL

A CONTRACTION IN BUSINESS, BUT HIGHER PRICES.

Sharp Advances in the Leading Specialties—The General List Also Partakes of the Improvement—The Large Short Interest a Source of Strength—The Suspension of the Equitable Mortgage Company Causes Hesitancy, but Prices Close at the Best of the Day.

NEW-YORK, FRIDAY, Sept. 1—P. M.

There was quite a heavy falling off in the volume of transactions to-day, but net results show general advances. The heaviest trading was in Sugar, St. Paul, General Electric, Chicago Gas, and Western Union, and they all scored gains extending from 1⅛ in Western Union to 2⅞ in Sugar. St. Paul and General Electric were both very strong and closed at top prices at gains of 2½ points each.

Much of to-day's strength was undoubtedly due to the unusual size of the short interest outstanding. The suspension of the Equitable Mortgage Company, although not supposed to have any direct bearing on the stock market, under ordinary circumstances would have induced pronounced weakness, but it did not do so to-day. There was some hesitation, it is true, but it lasted only a short time and was followed by marked buoyancy. In fact, the final prices were the best of the day.

The indications of coming improvement in the money market were distinct to-day. Domestic exchange on New-York is fast resuming normal conditions, the premium which has existed at prominent centres having almost entirely disappeared. Money is distinctly easier in Boston, Philadelphia, and Chicago, those controlling it seeking borrowers instead of the latter importuning them. Conservative bankers anticipate a favorable bank statement to-morrow, basing their opinion on the large amount of gold which has been received from abroad since the last statement was made and on the movement of currency from interior points to this centre. P. D. Armour of Chicago is quoted as saying: "The change in the financial situation has been wonderful, and it has been amazingly sudden. All the banks are trying to place funds now, and are urgent about it. We were offered money from eight sources to-day. Apprehensions have disappeared."

NEW-YORK STOCK EXCHANGE.

Stocks.

					—Closing.—		
	First.	High.	Low.	Last.	Bid.	Asked.	Sales.
American Cotton Oil	33	33	33	33	32¼	32⅞	5
American Cotton Oil pf	64	64	64	64	64	65	235
*American Sugar Refining	82	85	82	85	84⅞	85	31,327
*American Sugar Refining pf	82¾	83	82¾	83	83	83½	262
American Telegraph & Cable Co.	77	77	77	77	76	..	45
*American Tobacco	69	69	69	69	69	71	195
American Tobacco pf	86	86	86	86	86	88	130
Atchison, Topeka & Santa Fé	17¾	18½	17¾	18½	18½	18¾	3,108
Baltimore & Ohio	68⅜	68⅜	68⅜	68⅜	67½	68½	200
Canada Southern	45	46½	45	46½	46½	47	820
Central Pacific	21½	21½	21½	21½	..	..	200
Chesapeake & Ohio	16⅝	17	16⅝	17	16⅞	17⅛	1,020
Chicago Gas	53¼	54¾	52¾	54⅝	54⅝	54¾	11,540
Chicago & Alton	132	132	131	131	130	140	220
Chicago & Eastern Illinois	54	54	54	54	54	56	100
Chicago & Eastern Illinois pf.	89	89	89	89	89	91	150
Chicago & Northwestern	97⅜	98¾	97⅜	98¾	98¾	99	2,189
Chicago, Burlington & Quincy	79⅛	80½	79⅛	80½	80½	80⅝	6,575
C., C., C. & St. Louis	36	36	35¾	36	36	36½	511
Chicago, Mil. & St. Paul	56½	59	56½	58⅞	58¾	58⅞	26,705
Chicago, Mil. & St. Paul pf	112½	112½	112½	112½	113	115	10
Chicago, Rock Island & Pacific	60½	62¼	60½	62¼	62¼	62½	3,125
Columbus, Hock. Val. & Toledo	17	17	17	17	16½	17	100
Columbus, Hock. Val. & Toledo pf	60	60	60	60	59	..	85
Delaware & Hudson	111¾	111¾	111¾	111¾	111½	112	294
Delaware, Lack. & Western	136	136½	135¾	136½	136¾	137	1,200
Denver & Rio Grande pf	29	29	29	29	29	30	5
Distilling & Cattle Feeding	18⅞	19¾	18⅞	19½	19⅜	19½	9,605
Edison Electric Illuminating	87	87	87	87	87½	90	183
Evansville & Terre Haute	90	90	88	88	87½	89	1,085
General Electric	37½	39¾	37½	39¾	39¾	40	14,920
Green Bay & Winona, t. r.	7	7	7	7	7	8	110
Laclede Gas pf	55	55	55	55	53	60	100
Lake Erie & Western	15⅜	16½	15⅝	16½	16½	17	1,000
Lake Erie & Western pf	65½	65½	65½	65½	64¼	64½	10
Lake Shore	117½	119	117½	119	118¾	119	470
Long Island	92	92	90	92	92	95	810
Louisville & Nashville	53¼	54⅜	53¼	54⅜	54¼	54½	2,925
Louisville, New-Albany & Chicago	13	13¼	13	13¼	13	13½	300
Manhattan Consolidated	118	118	116¾	116¾	117¼	119	525
Minneapolis & St. Louis, t. r.	11⅞	12½	11½	12½	12¾	14	400
Minneapolis & St. Louis pf., t. r.	27	30	27	30	29⅞	30	1,100
Missouri Pacific	23	23	22½	23	23	23¼	380
Missouri, Kansas & Texas pf	17	17⅛	17	17	17	18	900
National Cordage, 2d as. paid	21⅝	21¾	21⅝	21¾	21½	22	410
*National Lead Company	28	29½	28	29½	29¾	30	2,070
*National Lead Company pf.	67½	67½	67½	67½	67½	69	568
National Linseed Oil	16¾	16¾	16¾	16¾	16	17	100
New-Jersey Central	99⅞	100	99⅞	100	100	101	316
New-York & New-England	21¾	22¼	20	21¼	20⅞	21¼	7,250
New-York, Chicago & St. Louis	12⅞	12⅞	12¼	12¼	12	12½	200
New-York, Chicago & St L. 1st pf.	59	59	59	59	54	58½	5
New-York, Lake Erie & Western	14¼	14⅞	14¼	14⅞	14⅞	15	920
New-York, Sus. & Western	12¼	12½	12¼	12⅜	12¼	12¾	742
New-York, Sus. & Western pf., new	41½	41½	41½	41½	41¾	42½	240
Norfolk & Western pf	23⅛	23⅛	23⅛	23⅛	22	23	50
North American	5⅜	5⅜	5⅜	5⅜	5	5¼	50
Northern Pacific	5¾	6	5¾	5⅞	5⅞	6	3,337
Northern Pacific pf	22⅜	22⅞	22¼	22⅞	22⅞	23	2,321
Ontario & Western	14½	14¾	14½	14¾	14¾	15	615
Pacific Mail	11½	12	11½	12	11¾	12	720
Peoria, Decatur & Evansville	7½	7½	7½	7½	7½	8	325
Philadelphia & Reading	17	17⅛	16⅞	17⅛	17¼	17⅜	3,220
P., C., C. & St. L.	13¼	14½	13¼	14½	14¼	15	889
P., C., C. & St. L. pf	45	46	45	46	45	50	282
Pullman Palace Car Company	155	155	155	155	156	158	271
Richmond & W. P., 2d as. pd	2⅛	2½	2⅛	2⅛	1⅞	2⅛	25
St. Paul & Duluth	24½	24⅛	24½	24½	23	25	100
St. Paul & Duluth pf	92	92	92	92	92	96	100
St. Paul & Omaha	31¾	32¼	31¾	32¼	32	32¼	400
St. Paul, Minn. & Manitoba	102	102	102	102	102	107	110
Southern Pacific	20½	20¾	20½	20¾	20¼	21	300
Tennessee Coal & Iron	14½	14½	14½	14½	14½	15	500
Texas Pacific	6¼	6¼	6⅛	6⅛	6¼	6½	200
Tol., Ann Arbor & North Michigan	9⅛	9⅛	9⅛	9⅛	8¾	9½	110
Union Pacific	21½	23	21½	23	22¾	23	4,380
U. P., Denver & Gulf	6¾	6¾	6¾	6¾	6¾	7½	100
Wabash	7⅜	7½	7¼	7½	7⅞	8	600
Wabash pf	15½	15⅞	15⅜	15⅞	15⅞	16⅛	1,110
Western Union Telegraph	78¾	79⅞	78¾	79⅞	79¾	80	11,509
Wheeling & Lake Erie	12	12¾	12	12¾	11	13½	400
Total sales							169,024

*Unlisted.

Mortgages.

	First.	High.	Low.	Last.	Sales.
At., T. & S. Fé 4s.	72½	72½	72	72½	$51,000
At., T. & S. Fé 2d 2½-4s, A.	40	40	40	40	1,000
Canada So. 1st	102½	102½	102½	102½	1,000
* Canada So. 2d	94	94½	93½	94½	6,000
C. of N. J. gen. 5s.	108	108½	108	108½	27,000
*C. & O. gen. 4½s.	67½	67½	67	67½	4,000
C. & O., 6s, 1911	110	112	110	112	3,000
C. & O., R. & A. 1st cn. 2-4s	77½	77½	76½	76½	5,000
Chi. & E. I. gen. 5s.	95	95	95	95	4,000
Chi. & N. P. 1st.	44	44½	44	44½	31,000
C., B. & Q., Neb. 4s.	83	83	83	83	13,000
C., B. & Q. 7s.	115	115½	115	115½	31,000
C., D. & I. 1st 5s.	93⅜	93⅜	93⅜	93⅜	1,000
* Col. & H. V. 5s.	78½	78½	78½	78½	1,000
Col. & H. V. 6s.	82¾	82¾	82¾	82¾	7,000
Col. Mid. cn. 4s.	38½	38½	38½	38½	5,000
D. & H. 1st 7s, '94, c.	103½	103½	103½	103½	5,000
Edison El. Ill. of N. Y. 1st	97½	97½	97½	97½	10,000
*Eliz. & Big S. 1st.	88	88	88	88	4,000
Erie 2d cn	70	70	70	70	2,000
Ft. W. & D. C. 1st.	74	77⅞	74	77⅞	32,000
Gen. El. deb. 5s	67¾	67¾	67¾	67¾	15,000
Green B. & W. inc.	17	18	17	18	11,000
Iron Mt. 1st ext. 5s	98	98	97	97	8,000
Iron Mt. gen. 5s.	70	70½	70	70½	4,000
Kan. Pacific cn.	93	93	93	93	10,000
Kan. P. 1st, Den.	109½	109½	109½	109½	10,000
K. & T. 1st g. 4s.	73½	73⅞	73¼	73¾	36,000
K. & T. 2d g. 4s.	37¾	38	37¾	38	9,000
Kings Co. El. 1st.	90	90	90	90	7,000
Laclede Gas 1st.	73	73½	73	73½	27,000
L. E. & W. 1st 5s	108	108	108	108	5,000
L. E. & W. 2d 5s.	96	96	95¼	95¼	8,000
L. & W. B. cn., as.	102	102	102	102	1,000
Long Island 4s.	92½	92½	91⅞	91⅞	10,000
L. B. & M. 1st	30	30	30	30	2,000
L., N. A. & Chi. cn.	92½	92½	92½	92½	1,000
L., N. A. & C. gen. 5s	60	60	60	60	9,000
Mahoning C. 5s.	101	101	101	101	1,000
Manhattan C. 4s.	92½	92½	92½	92½	1,000
†Met. Elev. 1st	113	113	113	113	5,000
Met. Elev. 2d	104	104	103½	103½	4,000
Mich. Cent. 7s	117½	117½	117½	117½	10,000
M. & N. 1st, 1913, cn.	105	105	105	105	14,000
M. & St. L. eq. 6s.	100	100	100	100	5,000
Nash. & Chat. 1st.	119	119	119	119	2,000
N. Y. C. & H. R. 1st, c.	119⅜	120	119⅜	120	11,000
N. Y., C. & St. L. 1st.	92½	93	92½	93	10,000
N. Y., L. & W. 1st.	120	120	120	120	1,000
N. Y., S. & W. rfdg. 5s	99	99	99	99	3,000
North. Pac. 1st, c.	104½	105	104½	105	8,000
North. P. 1st, r.	100½	100½	100½	100½	5,000
North. Pac. cn. 5s.	33	34	33	34	110,000
Northwest cn. 7s.	132	132	132	132	3,000
North. W. gold, c.	120	120	120	120	1,000
North. W. s. f. 6s.	110	110	110	110	19,000
Ohio S. gen. 4s	40	40	40	40	6,000
Ore. Imp. cn. 5s.	46	46	45½	46	7,000
Oregon S. L. 6s.	84½	89	84½	89	33,000
People's Gas 2d	95	95	95	95	5,000
Peo. & East. 1st.	62	63	62	63	8,000
Peo. & East. inc.	15	15½	15	15½	10,000
Pitts., C., C. & St. L. 4½s, A.	99½	99½	99½	99½	1,000
Pitts., C., C. & St. L. 4½s, B.	99	99¼	99	99¼	3,000
Pitts. & W. 1st.	75	75	75	75	3,000
Read. 1st pf. inc.	30¼	30⅝	30	30¼	48,000
Read. 2d pf. inc.	19	19½	19	19¼	54,000
Read. 3d pf. inc.	16	16¼	15½	15½	30,000
Read. gen. 4s	67½	68	67¼	68	18,000
Rich. & Dan. 6s.	103¼	103¼	103¼	103¼	1,000
R. & W. P. T. tr. 6s, t. r.	46	46	46	46	2,000
Rio G. W. 1st	60	60	60	60	1,000
Rock Island 5s, c.	90¾	91	90½	91	107,000
St. J. & G. I. 1st.	75	75	75	75	5,000
St. P. & N. P. 6s.	100¼	100¼	100	100	22,000
St. Paul 1st 8s	110¼	110¼	110¼	110¼	1,000
St. P. 1st, H. & D. 7s	116	116	116	116	11,000
St. P. 1st, I. & D.	112	112	112	112	5,000
St. P. 1st, S. W.	105	105	105	105	1,000
St. P., M. & M. cn 4½s	97	97	97	97	1,000
St. A. & A. P. 4s	52	52	52	52	1,000
T. C. & I. 1st. B.	75	75	75	75	10,000
Texas Pac. 1st 5s.	64½	64½	64½	64½	1,000
Texas Pac. 2d inc.	16¾	16¾	16¾	16¾	20,000
Tol. & O. C. 1st.	102	103½	102	103½	15,000
Union Elev. 1st.	101	101½	100¾	101¼	18,000
U. P. 1st of 1899	104	104	104	104	1,000
U. P., D. & G. 5s	47¾	48	47¾	48	6,000
Wabash 1st	98½	98½	98½	98½	10,000
Wabash 2d	69	69	68	68	8,000
Wab. 1st, D. & C.	94	96	93	96	11,000
W. N. Y. & P. 1st	95	95	95	95	3,000
W. N. Y. & P. 2d	21½	22⅞	21½	21⅞	25,000
W. U. col. tr. 5s.	99	99	99	99	12,000
West Shore 4s, c.	98½	98½	98	98	7,000
West Shore 4s, r.	95	95	95	95	5,000
Total sales					$1,142,000

*Ex interest. †Seller 10.

Bid and Asked Quotations.

The following were the closing quotations for stocks in which there were no transactions:

	Bid.	Asked.
Adams Ex	135	145
Alb. & Sus.	148	155
Alton & T. H.	16	20
Amer. Coal	72	90
Am. Express	104	108
At. & Pac.	1¾	..
B., R. & P.	20	..
B., R. & P. pf.	..	70
B., C. R. & N.	39	..
Can. Pac.	74	75
C. & N. W. pf.	133¾	135
Clev. & Pitts.	140	..
Col. C. & I., D.	8	10
Col. Fuel & I.	19	21
Com. Cable	100	150
Con. Coal	28	30
†Con. Gas Co.	121	125
Den. & R. G.	9¾	10¾
D. M. & Ft. D.	4½	7
D. M. & Ft. D. pf.	15	30
*D., S. S. & A.	7	10
*D., S. S. & A. pf.	12	17
E. T., V. & Ga.	¼	½
E. T., Va. & Ga. 1st pf.	3	12
E. T., Va. & Ga. 2d pf.	¼	1½
Gt. Nor. pf.	104	107
Homestake	10½	..
H. & Texas	2	5
Ill. Central	91	94
Ill. Cent. l. l.	88	..
Iowa Cent.	6	6½
Iowa C. pf.	18	20
Kan. & Mich.	9	11
Laclede Gas.	12	13
L. St. L. & T.	..	5½
Man. Beach	2½	4½
Md. Coal pf.	45	60
Mich. Cent.	85	90
Minn. Iron	..	60
Mo., K. & T.	11¼	11¾
Mobile & O.	13	18¾
N., C. & St. L.	56	65
Nat. Cord. pf. 2d as. pd.	46	55
Nat. Starch	7½	8
New Cent. C.	6	9
N. Y. Cent.	101¼	102
N. Y. & N. H.	185	195
N. Y. & N. pf.	7	9
N. Y., C. & St. L. 2d pf.	21¼	22½
N. Y., L. E. & W. pf.	29	29¾
Norfolk So.	47	..
Ohio South.	23	28
Ohio & Miss.	15	17
Ont. Mining	7	9
Ore. Imp.	9¾	14
Ore. R. & N.	42	50
O. S. L. & U. N.	8½	10
Penn. Coal	225	300
Peo. & East.	3	8
Pitts. & W. pf.	25	28
P., F. W. & C.	140	146
Quicksilver	1½	2½
Rens. & Sar.	155	..
R. & W. P., 1st as. pd	¼	⅜
R. & W. pf. t. r.	12	15
R., W. & O.	101	..
St. L. So.	95	..
St. L. S. W.	4¼	5
St. L. S. W. pf.	8½	9
St. P. & O. pf.	101	105
Tol. & O. C.	22½	30
Tol. & O. C. pf.	60	70
U. S. Ex.	47	52
Wells-F. Ex.	125	135
W. & L. E. pf.	36½	41½

*Unlisted.

CONSOLIDATED EXCHANGE.

Stocks.

	First.	High.	Low.	Last.	Sales.
Am. Sug. Ref.	82½	85½	82	85	10,200
At., Top. & S. F.	17⅝	18½	17⅝	18⅜	1,640
Ches. & Ohio	16¾	16⅞	16¾	16⅞	300
C., C., C. & St. L.	35¾	36	35¾	36	200
Chicago Gas	52¾	54¼	52¾	53⅝	7,040
Chi., R. I. & Pac.	60⅝	62¼	60⅝	62¼	7,540
Chi., Bur. & Q.	79⅛	80⅝	79	80⅝	5,150
Chi., Mil. & St. P.	56½	58⅞	56½	58⅞	22,820
Chi. & N. W.	97½	97½	97½	97½	100
Del., L. & W.	136	136	136	136	20
Dist. & C. F.	19	19¾	19	19⅝	2,620
General Electric	37	39¾	37	39⅝	7,160
L. E. & Western	15¾	15⅞	15¾	15⅞	200
L., N. A. & C.	13¼	13¼	13¼	13¼	100
Louis. & Nash.	53⅝	54	53⅜	53⅞	920
M. & St. L. t. r.	11⅛	12½	11⅛	12½	500
M. & St. L. pf., t. r.	27½	30¼	27½	30¼	910
Mo., K. & T. pf.	17⅛	17⅛	17⅛	17⅛	100
Mo. Pacific	23	23	23	23	30
National Lead	29	29	29	29	60
N. Y., L. E. & W.	14½	14½	14⅜	14⅜	20
N. Y. & N. Eng.	21½	22⅜	20½	21⅜	3,050
N. Y., Sus. & W.	12⅜	12⅜	12⅜	12⅜	100
Northern Pacific	5¾	5⅞	5¾	5⅞	210
Pacific Mail	11½	11⅞	11½	11¾	540
Phil. & Reading	17	17⅜	16⅞	17	650
Texas Pacific	6¼	6¼	6¼	6¼	100
T., A. A. & N. M.	8¾	8¾	8¾	8¾	40
Union Pacific	22½	22½	21¼	22½	130
Western Union	78⅞	79⅞	78½	79⅞	3,280
Wabash	7¼	7¼	7¼	7¼	200
Wabash pf	15½	15½	15½	15½	300
Total sales					75,680

Bonds.

	First.	High.	Low.	Last.	Sales.
At., T. & S. F. 4s.	72¼	72¼	72¼	72¼	$5,000
Chi. & N. P. 5s	44½	44⅝	44⅛	44⅝	17,000
Ft. W. & D. C. 1st.	76¾	76¾	76¾	76¾	8,000
L. E. & West. 2d.	96	96	96	96	3,000
Long Island 4s.	92¼	92¼	92¼	92¼	2,000
L., N. A. & C. 5s.	60	60	60	60	2,000
Mo., K. & T. 4s.	73½	73½	73½	73½	5,000
North. Pac. 5s.	33¾	33¾	33½	33½	14,000
P. & R. 1st pf. inc.	30⅞	30⅞	30½	30½	19,000
P. & R. 2d pf. inc.	19¼	19¼	19⅛	19⅛	15,000
P. & R. 3d pf. inc.	16	16	16	16	17,000
Rock Island 5s, c.	90⅝	90⅝	90⅝	90⅝	5,000
St. L. & I. M. 5s.	70½	70½	70½	70½	2,000
Union El. 1st	101⅜	101⅜	101⅜	101⅜	2,000
Wis. Cent. 1st	73	73	73	73	2,000
Wis. Cent. inc.	18½	18½	18½	18½	5,000
Wabash 1st	98½	98½	98½	98½	2,000
Wabash 2d	69	69	69	69	3,000
Total sales					$123,000

THE MONEY MARKET.

Money on call loaned at 2@4 ₱ cent. The last loan was made at 2 ₱ cent.

Time money gives indication of becoming somewhat easier, but it is in urgent demand, a good premium being still paid in addition to the ruling rate of 6 ₱ cent. Mercantile paper was in large supply, with a limited demand.

Call money in London was quoted at 3½ ₱ cent., short and three months' bills at 3⅝ ₱ cent.

Clearing House exchanges to-day were $74,096,510; balances, $186,034. The Sub-Treasury's debit balance was $58,504.

The New-York Clearing House did not issue any additional loan certificates to-day. The amount outstanding is $38,280,000. None was issued in Boston, the amount outstanding remaining at $11,040,000.

FOREIGN AND DOMESTIC EXCHANGE.

The foreign exchange market was steady. Posted rates for sterling were $4.82½ for sixty-day bills and $4.87 for demand. Actual business was done at $4.82@$4.82¼ for sixty-day bills, $4.86@$4.86¼ for demand, $4.87@$4.87¼ for cable, and $4.81¼@$4.81½ for commercial.

In Continental exchange, francs were quoted at 5.22½ for long and 5.20 for short, reichsmarks at 94¼ and 95⅛, and guilders at 40⅛ and 40⅜.

New-York exchange was quoted as follows: Philadelphia—New-York funds sold at ½ ₱ cent. premium. Boston—New-York funds, par. Chicago—Exchange, 25c discount. New-Orleans—Commercial, $6 premium; bank, $10 premium. Savannah—Buying, ½ off; selling, par to ¼ discount. San Francisco—Sight, 15 premium; telegraph, 25 premium. St. Louis, par. Charleston—Buying, ¼ discount; selling, par.

SILVER STATISTICS.

Silver bullion certificates were quoted at 74 bid. There were no sales.

Bar silver in London was firm at 34d ₱ ounce. The New-York price for bars was 73¼c an ounce. Mexican silver dollars were quoted at 58½c.

The Mercantile Safe Deposit Company reports silver on hand, 161,053 ounces; none deposited or withdrawn; certificates outstanding, 160.

CHANGES IN STOCKS.

ADVANCED.

American Sugar Ref.	2⅞
American Tobacco pf.	4
Atch. T. & S. Fé	⅞
Canada Southern	⅞
Central Pacific	3
Chicago Gas	1½
Chicago & Alton	1
Chi. & East. Ill.	1
Chicago & N. W.	1¼
Chi., Bur. & Q.	1¾
C., C., C. & St. L.	¾
Chi., Mil. & St. P.	2½
Chi., R. I. & Pac.	1¾
Col., H. V. & Tol.	¾
Del. & Hudson	¾
Del., Lack. & W.	1
Edison Elec. Ill.	2
General Electric	2½
Green Bay t. r.	¾
L. E. & Western	1¼
Lake Shore	1¼
Minn. & St. Louis, t. r.	1½
Minn. & St. L. pf., t. r.	1½
Missouri Pacific	⅞
Nat. Cord., 2d as. pd.	1¼
National Lead	1½
National Linseed Oil	¾
P., C., C. & St. L.	1½
P., C., C. & St. L. pf.	3
St. P. & Duluth	1½
St. P. & Duluth pf	2
St. Paul & Omaha	1¾
St. Paul M. & M.	2
Union Pacific	1¾
U. P., Den. & G.	¾
Western Union	1½
Wheel. & L. E.	1

DECLINED.

Amer. Sugar Ref. pf.	1½
Amer. Tobacco	1
Evans. & T. H.	2
Long Island	2
Manhattan	1½
National Lead pf.	2
N. Y., Sus. & W. pf., n.	1

RAILWAY AND OTHER BONDS.

The railway mortgage market was somewhat less active, but was strong. The principal changes were:

ADVANCED.

Canada Southern 2d	1
Cent. of N. J. gen. 5s	2¾
Chi. & North. P. 1st	1¼
Chi., Bur. & Q. Neb. 4s	1
Ft. W. & D. C. 1st	3⅞
Green Bay inc	2½
Iron Mt. 1st, ext. 5s	2
Kansas Pacific cn	1
L. E. & West 1st 5s	1½
Long Island 4s	1⅞
Michigan Cent. 7s	2¾
N. Y. Cent. 1st c.	1
North. Pacific cn. 5s	1
Northwest gold c	1
Northwest s. f. 6s	1
Peoria & East. 1st	3
P., C., C. & St. L. 4s A.	1¼
T., C. & I. 1st Birm.	1
Tol. & O. C. 1st	3½
W. N. Y. & Penn. 2d	1⅝
West. U. col. tr. 5s	2

DECLINED.

Edison Elec. Ill. 1st	2¼
Erie 2d cn	4½
General Elec. deb. 5s	2½
Kings Co. Elv. 1st	2½
L. E. & West. 2d 5s	1¾
Nash. & Chat. 1st	3
Oregon Imp. 1st	1
Phila. & Read. gen. 4s	1
Rich. & W. Pt. 6s, t. r.	1
St. P. 1st, Southwest	1
St. P. 1st H. & D. 7s	1½
Wabash 2d	1

Government bonds were firm. The 4s advanced ½. The sales on call were $1,950 4s, registered, at 110½, and $1,000 4s, coupon at 112. The following were the closing quotations:

	Bid.	Asked.
2s, 1891, r.	98	..
4s, r.	110½	111½
4s, c.	111½	112½
Cur. 6s, 1895	101	....
Cur. 6s, 1896	103	....
Cur. 6s, 1897	106	....
Cur. 6s, 1898	109	....
Cur. 6s, 1899	111	....

BIDS FOR BANK STOCKS.

Eleventh Ward	200
Manhattan	175
Western National	106½

Ten shares of Western National stock sold at 107.

RAILWAY EARNINGS.

	1893.	Increase.	Decrease.
N. Y., O. & West.—3d week of August, (corrected)	$79,201	$1,233	......
Nor. & West., including leased lines, for July—			
Gross	802,514	1,681	......
Expen., inc. taxes	611,843	63,937	......
Net	190,671	......	$62,256
Jan. 1 to July 31—			
Gross	5,879,335	494,192	......
Expen., inc. taxes	4,375,055	492,892	......
Net	1,504,279	1,300	......
Louis. & Nash. for July—			
Gross	1,687,209	......	147,062
Op. expenses	1,150,455	......	46,914
Net	536,754	......	100,148
C. & Ohio for July—			
Gross	855,113	......	22,103
Expen. and taxes.	561,738	......	13,681
Net	293,374	......	8,422

OUTSIDE SECURITIES.

(Reported by Messrs. Tobey & Kirk, 8 Broad Street.)

	Bid.	Asked.
*American Bank Note	..	49
American Surety	160	190
*American Type Founders' pf.	..	80
Atlantic Mutual Ins. scrip of '93	98	102
†Atlantic Trust	235	285
Bond & Mortgage Guarantee	..	105
†Broadway Insurance	..	120
Broadway & Seventh Avenue	160	..
Broadway & Seventh Avenue 1st	98	..
Broadway & Seventh Avenue 2d	90	..
Broadway Surface 1st 5s	97	..
Broadway Surface 2d	85	96
Brooklyn City Railroad	145	150
Brooklyn Elevated	18½	20
Brooklyn Traction	17	19
Brooklyn Traction pf	..	70
California Pacific stock	5	8
Central Cross-Town	140	..
Central Park, North & East River	..	146
Central R. R. & Banking of Ga. 1st 7s	100	104
Central Trust	900	980
Central N. J. Land & Improvement	..	75
Celluloid	85	90
Consolidated Electric Storage	..	3
Continental Trust	145	155
Dry Dock, East Broadway & Battery	..	130
Detroit, Hillside & S. W., (4 ₱ cent. L. S.)	..	88
†Equity Gas of Williamsburg 5s	29	39
Equitable Gas, New-York	155	..
Equitable Gas 1st 6s of New-York	102	106
†Eighth Avenue	240	265
Farmers' Loan & Trust	..	710
42d St., Manhattan & St. Nicholas Av.	..	70
*42d St., Manhat. & St. Nicholas Av. 1st	107	..
42d St., Manhat. & St. Nicholas Av. 2d	..	60
Gold & Stock Telegraph	94	100
†Georgia Pacific 1st	..	88
Georgia Pacific 2d	..	36½
Herring-Hall-Marvin pf.	77	85
Hecker-Jones-Jewell Milling pf.	..	90
*Int. & G. N. 1st coupon scrip	90	..
†Iron Steamboat	..	12
Iron Steamboat bonds	60	70
Journeay & Burnham	55	68
Journeay & Burnham pf	..	99
Kings County Elevated	..	12
Kings County Elevated 2d	..	39
Long Island Traction	19¾	20½
Mutual Gas, New-York	130	137
†Manhattan Elevated 4 ₱ cent. scrip	85	88
†Madison Square Garden stock	..	15
Metropolitan West Side 5s	60	72
Mexican National Construction pf.	..	12
New-Jersey & New-York Railroad	..	1
National Union Bank	150	185
New-Orleans Pacific land grant	15	..
New-York, Lackawanna & Western	100	..
New-York, New-Haven & Hartford	185	..
New-York, N. H. & H. con. deb. 4s, (25 ₱ cent. paid)	..	56
New-York Guaranty & Indemnity	275	..
N. Y. & N. J. Telephone	..	87
Northwestern Telegraph	100	..
†New-York Biscuit	18	22
New-York Loan & Improvement	..	53
New-York Security & Trust	200	230
Old Dominion Steamship	..	80
Oregon Pacific Railroad 1st	..	8
Pratt & Whitney pf.	..	81
Pennsylvania Coal	..	275
Pacific & Atlantic Telegraph	60	..
Postal Telegraph & Cable	40	52
*Standard Oil Trust	127	129
Standard Gas	..	38
Standard Gas pf.	..	75
Second Avenue Railroad 1st 5s	100	..
†Second Avenue Railroad	96	..
State Trust	195	220
Staten Island	55	60
Southern & Atlantic Telegraph	75	..
Southern National Bank	..	99
Staten Island Rapid Transit 1st 6s	..	108
Third Avenue Railroad	..	135
Third National Bank, New-York	..	108
Toledo, Ann Arbor & North. 1st cn. 5s.	28	48
Toledo, St. Louis & Kansas City	1	4
Toledo, St. Louis & Kansas City pf.	..	14
Thurber-Whyland pf.	20	30
Trenton Potteries pf.	..	89
Terre Haute & Indianapolis	100	..
Terre Haute & Logansport	22	..
Title Guarantee & Trust	165	170
United States Mortgage	137	..
Union Ferry	..	45
‡Union Ferry 1st 5s	..	95
Union Railway stock ("Huckleberry")	120	..
Union Railway 5s ("Huckleberry")	90	100
Union Elevated 2d	39	44
United States Trust	..	825
Valley Railroad (Ohio) 1st 7s	..	105
Wagner Palace Car	106	111
Winona & Southwestern 1st	..	48
Winona & Southwestern	2	4

*Ex dividend. †Nominal. ‡With interest.

THE STATE OF TRADE.

Dun's Review will say to-morrow:

"The House has passed the Silver bill by a majority astonishing to its friends, and a favorable result in the Senate is now believed to be not far distant. Instant improvement in the stock market followed, the average of prices rising over $2 ₱ share, and there was also a rise in wheat, cotton, and pork. Money markets throughout the country are more healthy, failures diminish in number, and resumption by a number of banks and other establishments illustrates the general tendency toward revival of confidence. Manufactures do not yet feel the upward impulse, and exhibit, on the whole, rather less signs of improvement than a week ago. After some days of encouragement, too, stocks began to drag again, and in speculative circles somewhat less confidence was seen. But in these and in the money markets the record of the week has been mainly one of satisfactory progress toward recovery.

"Failures are greatly diminishing in importance and somewhat in number. The number reported during the past week in the United States is 356, against 148 for the same week last year, and in Canada, 29, against 28 last year. But of firms failing in the United States, only 10 were employing capital exceeding $100,000 each, and only 62 others exceeding $5,000 each. In the Eastern States the failures numbered 149, in the Western 142, in the Southern 65, showing improvement in each section."

Bradstreet's will say to-morrow: "The clouds over the general business situation throughout the country have continued to break away through the second week, in which an actual improvement has been recorded, as indicated by an increase in volume and distribution of merchandise reported at Cincinnati, Indianapolis, Chicago, St. Louis, Kansas City, and Omaha. More travelers have been sent out from these and other points, and manufacturing industries there, as well as at larger Eastern centres, have in a number of instances begun starting up, some without special orders. At cities other than those specified, with few exceptions, there is an improvement in the feeling among merchants and bankers as to the prospects for Fall trade, and at all points, with very few exceptions, there is a growth of confidence in a revival of demand during the Autumn months. Large wool dealers at Eastern markets believe prices have touched bottom, and are no longer pushing sales. Bankers at Chicago, Atlanta, New-Orleans, Minneapolis, Memphis, and elsewhere at points to which some of the more important agricultural regions are tributary have arranged to provide funds as needed to move staple crops, and less anxiety exists in that respect than formerly. Spring wheat at the Northwest is beginning to make itself felt. Louisiana rice is in good demand and firm in price, but naval stores markets were paralyzed by storms at the South. Numerous resumptions of suspended banks have been a feature of the week, and this, with manifestly less hoarding of money and increased bank deposits, has brought increased ease to almost all money markets and a decline in rates of New-York exchange at Western centres, in many instances almost to normal proportions. Some banks, too, are beginning to increase lines of discount conservatively.

THE COMMERCIAL SITUATION.

Wheat and Corn Lower, Cotton Higher, Coffee Neglected.

Wheat was fairly active in a switching way and closed weak at ¾@1⅜c decline, as influenced by the Western markets and reports of local financial trouble.

Corn was moderately active and closed weak at ½@¾c decline.

Cotton was exceptionally active, and made a gain of 18@22 points on a fear that the crop report will be unfavorable, with shorts covering freely.

Coffee was about neglected, and closed at 5 points advance to 5 points decline.

THE BOSTON MARKET.

BOSTON, Sept. 1.—The market opened quiet and irregular. General Electric was up 1½ from closing yesterday, despite the rumors of a receivership. The market became active shortly before 3 o'clock and closed buoyant. Atchison made a gain of ⅞. Bay State Gas rose to 10. A Director of the General Electric Company to-day said: "The company has plenty of orders on hand, and it will resume full work just as soon as people will pay for their goods. The position of the company is no different from that of the Amoskeag or any other manufacturing company. The question of future dividends will take care of itself." He also says that Mr. Coffin has never evinced any desire to sever his connection with the company. Boston and Albany sold yesterday morning at 200, and this morning, after an accident that may cost above $400,000, as follows: 49 shares at 198, 7 shares at 197, and this afternoon the price is 198 bid, 200 asked.

The monetary situation is improving rapidly, and indications that we are on the eve of a material reduction in interest rates are plentiful. Clearing House certificates are freely offered at 8 ₱ cent., and one bank official reported that he had money offered him at 7 3-10 ₱ cent. A loan of $40,000, actual money, however, shows the first break since the banks issued Clearing House certificates June 26. Loan certificates are now likely to command a premium, which will be followed by their retirement. New-York funds sold at par, the first sale at that figure since July 29, when they advanced from par to 75 cents premium. They have since sold as high as $5 premium. There is no premium bid for currency; a small nominal charge of ⅛@¼ ₱ cent. is made when an abnormal demand appears, but banks are receiving bills freely and paying out fairly freely. In the outside market money on call ranges from 7 to 9 ₱ cent., but the tendency is toward greater ease. Time money has been offered at 8 ₱ cent. Corporation paper is being sought after by private lenders, and the national banks are disposed to purchase the choicest grades.

Clearing House exchanges were $9,320,590, as against $17,389,674 for the same day of last year. Balances to-day, $940,971; corresponding day last year, $1,943,601.

Messrs. Spencer Trask & Co., 10 Wall Street, New-York, report closing quotations as follows:

	Bid.	Asked.
Atchison	18⅜	18½
At. & Pac.	2	..
At. Min.	7½	7¾
Bay State G.	9	10
Bos. & Al.	199¾	200
Bos. & Low.	175	..
Bos. & Me.	144	146
B. & M. Min.	19	19½
Bos. Land	3¼	..
Bell Tel.	183	184
B. & B. M.	6	6¼
C., B. & Q.	80½	80¾
Cal. & Hec.	262	265
Cent. Mass.	13½	..
Cent. M. pf.	48	..
C. & Can.	..	3
Cen. Min.	2¼	2⅝
Dom. Coal	12	..
Erie Tel.	..	40¼
F'klin Min.	9	..
Fitchburg pf	74	..
F'man's B. L.	..	3
F. W. E. Co.	4	4½
Kear. Cop.	5½	..
Lamson S. S.	15¾	17
Maine Cent.	..	115
Mex. Cent.	7½	7⅞
N. Y. & N. E.	20¼	20⅝
N. Y. & N. E. pf.	55	60
N. E. Tel.	49½	50
Old Colony	170	..
Oregon S. L.	9	10
Osceola Min.	23½	24
Pull. P. Car.	156	..
Quin. Min.	97	100
Tam. Min.	128	130
Gen. Elec.	39½	40
W. Elec.	19½	20
W. Elec. pf.	39	..
Wis. Cent.	6¼	..
Water Pow.	1⅛	1⅜
W. E. St. Ry.	55½	..
Atchison 4s.	..	72½
At. 2d, as.	..	40
At. & P. inc.	5	7½
C., B. & N. 5s	..	96
C., B. & N. 2d 6s	..	100
Mex. C. 4s.	47	47½
M. C. 1st inc	10½	11
M. C. 2d inc.	6	7⅜
N. Y. & N. E. 7s	109⅝	..
N. Y. & N. E. 6s	102	..
N. Y. & N. E. 2d 6s	..	95
Wis. Cent. 5s	66¾	68
W. Cent. inc.	..	15

PHILADELPHIA PRICES.

PHILADELPHIA, Sept. 1.—The market has been very dull, but strong. The rumors of the failure of a large mortgage trust company was confirmed here at 2 o'clock by the announcement that the Equitable Mortgage Company had been placed in the hands of a receiver. This form of investment has been a great favorite for a number of years in this city, and the bonds are held largely throughout the city and State. Local stocks have been firm at unchanged prices, Metropolitan and Philadelphia being, respectively, 82 and 72. The Reading statement, although an unfavorable one, had no effect upon the securities. The market is entirely bare of Pennsylvania. Small investment orders are advancing the price gradually. There is quite a large uncovered short interest. Lehigh Valley continues heavy, although the various rumors that the company is trying to borrow money are denied by its officers. The company is to take the output of the individual operators until further notice. The demand for currency was a little greater to-day. Large amounts of New-York funds sold at ½, and more wanted at that figure. Some of the banks are exacting 8 to 9 ₱ cent. on renewals of loans falling due. The total sales of stocks were 9,987 shares, of which 3,382 were in Reading, 1,986 in Northern Pacific common, and 464 in Lehigh Valley.

Dick Brothers & Lawrence, 30 Broad Street, New-York, report closing prices as follows:

	Bid.	Asked.
Balt. Trac.	18	18¼
H. & B. T.	32	33
H. & B. T. pf.	46¼	47
Ins. C. of N. A.	19½	20
Lehigh Nav.	47	47½
Lehigh Val.	31⅛	31⅜
Met. Trac.	82	82½
Minehill	61	..
New. P. 5s.	80	81
North. Cent.	..	68
North. Pac.	5⅞	6
North. P. pf.	22⅝	22⅞
Penn.	50¼	50⅜
Penn. Steel	..	60
People's	10¼	11
Phil. Trac.	71½	72
Phil. & Erie	23¾	..
Reading	8 11-16	8¾
Rochester	..	54
U. C.'s of N. J.	..	216
W. N. Y. & P.	4½	4¾

ON THE LONDON EXCHANGE.

Market Was Dull, Lacking Buyers, but Americans Were Firm.

Special Cablegram to the New-York Times.

LONDON, Sept. 1.—An attempt was made to-day to depress Americans by connecting the suspension of the Equitable Mortgage Company with a larger New-York corporation having a similar name.

In a dull market lacking buyers the canard got enough of credence to cause a fractional decline, but prices recovered on the strength of New-York prices and closed firm at the best figures of the day.

The bears were afraid to sell pending to-morrow's bank statement, which is expected to be a good one.

A failure in Paris, dearer money, which was in demand on consols at 5 per cent., and the appearance of cholera at Grimsby acted unfavorably on all departments.

Italian fives fell on the report that the Rothschilds of Paris had bought £2,000,000 new issue at 75.

Renewed rumors of an issue of United States Government bonds were not believed to be true.

American railway securities were weak in the London market. The principal changes were: *Declined*—Canadian Pacific, 1½, to 76¾; Louisville and Nashville, 1¼, to 54¾; Lake Shore, 1, to 121; St. Paul, 1, to 58; Union Pacific, 1, to 22⅛; Northern Pacific preferred, 1, to 22¾; Illinois Central, ¾, to 95; Kansas and Texas, ½, to 11¾; Erie, ⅜, to 14⅞; Reading, ¼, to 8⅞; Wabash preferred, ¼, to 15¾, and Ontario and Western, ⅛, to 15. Atchison sold at 18¼. British consols were quoted at 97⅛ for money and 97½ for account.

CHICAGO STOCK MARKET.

CHICAGO, Sept. 1.—On the Stock Exchange to-day West Chicago sold at 129@134½, North Chicago at 197@200, City Railway at 350, Streets at 213¼. Money, 7 ₱ cent. Bank clearings, $12,887,089. New-York exchange, 25 cents discount.

TREASURY BALANCES.

WASHINGTON, Sept. 1.—The statement of the United States Treasurer, showing the classified assets of the Treasury and demand liabilities to-day, is as follows:

ASSETS.

Gold coin and bullion	$177,059,582
Silver dollars and bullion	329,999,208
Silver dollars and bullion, act July 14, 1890	149,871,958
Fractional silver and minor coin	13,432,759
United States notes	15,114,050
United States Treasury notes	4,322,980
Gold certificates	549,430
Silver certificates	2,479,098
National bank notes	3,193,213
Deposits with national bank depositories:	
General account	12,973,325
Disbursing officers' balances	3,605,223
Total	$712,600,826

LIABILITIES.

Gold certificates	$80,979,419
Silver certificates	328,888,504
United States Treasury notes	149,719,280
Currency certificates	5,614,000
Disbursing officers' balances, agency accounts, &c.	40,526,619

The receipts from internal revenue to-day were $322,035, from customs $406,201, and miscellaneous, $19,159. The national bank notes received to-day for redemption amount to $90,190.

FINANCIAL ANNOUNCEMENTS.

—September coupons of the Richmond and Danville 5 ₱ cent. equipment mortgage bonds will be paid by the receivers at the office of the Central Trust Company. The coupons from the Virginia Midland general mortgage bonds will be paid at the National Mechanics' Bank, Baltimore.

—One dollar per share on the capital stock of the Central Pacific Railroad Company will be paid Sept. 15 at the office of the Southern Pacific Company, 23 Broad Street. The transfer books will remain closed until Sept. 18.

ANN ARBOR TROUBLES.

The Farmers' Loan and Trust Company Foreclose $10,000,000 of Mortgages.

TOLEDO, Ohio, Sept. 1.—Despite all efforts of the Ashleys and Receiver Burt to keep the famous Toledo, Ann Arbor and North Michigan Railroad above water, it seems that the final blow is now about to fall. Ever since its trouble with the Brotherhood the career of this road has been fraught with many vicissitudes.

The latest move is the filing this evening of a bill of complaint by the Farmers' Loan and Trust Company to foreclose mortgages to the amount of $10,000,000 against the Toledo, Ann Arbor and North Michigan Railway Company. The bill of complaint is addressed to the Judges of the Northern District of Ohio. The complainant says that it is a corporation duly created under the laws of the State of New-York, and as such is fully empowered to hold in trust the property conveyed to it. The defendants, the Toledo, Ann Arbor and North Michigan Railway Company and the Craig Shipbuilding Company, are corporations, and the defendant, John Craig, is a citizen of Toledo.

On or about Jan. 15, 1890, it is alleged, the Board of Directors of the Ann Arbor Company resolved to make and deliver under its corporate seal its certain 10,000 bonds, for $1,000 each, dated Jan. 15, 1890, and severally payable in gold to the complainant or bearer on July 1, 1940, with interest semi-annually at the rate of 5 per cent. per annum, payable to the Farmers' Loan and Trust Company of New-York. The Board of Directors further resolved in substance and legal effect that the President and Secretary of the mortgagor company execute a mortgage or deed of trust, assigning and transferring to the complainant its franchises and corporate property as security for the payment of said bonds and interest.

Among other things it is provided that said mortgagor company should pay the principal and interest as specified, and that 5,040 of said bonds should be deposited with the complainant for exchange of certain divisional bonds being of the following amounts: $1,260,000 dated Oct. 16, 1880, covering branch from Toledo to South Lyons; also $2,120,000 dated Sept. 29, 1883, covering line from Ann Arbor to St. Louis, Mich.; also $400,000 dated Sept. 1, 1894, covering the line from St. Louis to Mount Pleasant, and $1,260,000 dated June 30, 1886, covering line from Mount Pleasant to Cadillac. The rest of the bonds to be issued, numbered 5,041 to 6,300, should be issued to pay for the Toledo, Ann Arbor and Lake Michigan Railway, to be sold as directed by the Executive Committee of the mortgagor company, and the proceeds applied to the construction of additional terminals.

The holders of a large number of outstanding bonds have requested in writing that the complainant commence this suit to foreclose the mortgage or deed of trust. Default has been made by the mortgagor company in the payment of interest on July 1, 1893. Demand has been made, but without satisfaction.

On April 27, 1893, bills were filed by John Craig and the Craig Shipbuilding Company claiming to be creditors, whereby Wellington D. Burt was appointed receiver, and took possession and remains in possession of the same. But complainant alleges that the rights of the Craig people are subsequent and subsidiary, and that although it is named as party defendant in each of the bills, yet it is not and never has been served with any process of court. No proceedings have been commenced in law or equity for the collection of $38,575 interest in default due July 1, 1893, save this suit.

The Farmers' Loan and Trust Company requests that complainant be placed in possession personally or that another receiver be appointed with all the usual rights and powers of receivers in such cases, with authority to proceed to recover by suit or otherwise all property in the hands of other parties and belonging to said mortgagor company. That an injunction be issued by the court restraining and enjoining said mortgagor and its agents from interfering with the possession and control of the property under the control of the receiver so appointed. That an accounting may be taken of the number of bonds outstanding and proper application be made of the proceeds of the sale of the road, and that all defendants be barred from any equity or redemption in property and franchises, and such further relief be granted as may appear to be necessary.

The Proposed Populist Road.

TOPEKA, Kan., Sept. 1.—The charter was filed to-day for the Dakota and Gulf Railroad Company, with a capital stock of $18,000,000. This is the organization of the Great North and South Railroad, the outgrowth of the recent Populist Convention held at Lincoln, Neb., at which North and South Dakota, Nebraska, Kansas, Oklahoma, and Texas were represented. The idea originated with Gov. Lewelling. The headquarters of the company are at Wichita, and the incorporators are G. W. Clement, E. R. Powell, P. K. McLean, and W. B. Cook of Wichita, C. M. Rawlings of Lyons, O. H. Violet of Oklahoma City, and Edward Romer of New-York City. The line as contemplated will run from the town of Running Water, S. D., to Galveston, or some point on the Gulf of Mexico.

The line is to be 1,000 miles in length. Several of the Kansas incorporators are well-known Republicans, while the others are Populists and business men of high standing. While this is not connected directly with Gov. Lewelling's ship-canal scheme, it is nevertheless a part of that enterprise, the intention being to build this North and South line by public aid, and then to press the other scheme which Gov. Lewelling recently originated, the shipment of all the produce of Western States by rail to the Gulf and thence by water to European ports, and save, as he claims, millions of dollars to the farmers of the Mississippi Valley.

James J. Hill's Economies.

ST. PAUL, Minn., Sept. 1.—President Hill of the Great Northern Railway this afternoon dropped off a ten thousand-dollar salary by asking for the resignation of Thomas J. Hyman, whose title is Assistant to the President. About two years ago Mr. Hyman left the position of Auditor on the Wisconsin Central to accept his position with the Great Northern. Prior to that time he had been Assistant Auditor of the Omaha. Mr. Hyman's resignation will take effect Sept. 30.

It is also stated that General Superintendent Case of the Great Northern has tendered his resignation, and that Sept. 30 will also mark the day which will cut the tether which binds him to Mr. Hill's road. The contract between the road and Mr. Case will expire on that date.

Northern Pacific.

Two of the receivers of the Northern Pacific—Messrs. Oakes and Rouse—had an official conference in the offices of the company in the Mills Building yesterday. Several matters of routine were discussed and some details of procedure were agreed upon. The matter of the Wisconsin Central lease, it was said, was not taken up.

Receivers Oakes and Rouse expect to join Receiver Payne in Milwaukee shortly, and the three officers of the court will together make a thorough inspection of the physical condition of the road.

Railroad Notes and Personals.

—Expert Accountant Stephen Little of New-York yesterday began an examination of the Reading Railroad books in Philadelphia in order to confirm the statement of the receivers, which has been completed and placed in his hands. As soon as his examination is finished, the statement will be made public in the form of a circular to the stockholders, and will not be filed in court.

—The Directors of the Michigan Peninsular Car Company have declared a dividend of 2 per cent. on the preferred stock and a semi-annual dividend of 3 per cent. on the common stock. This is regarded as very conservative action, as the company has earned over 15 per cent. on its common stock after paying 8 per cent. on the preferred and all fixed charges.

—The second meeting of General Managers of American railroads, held in Chicago on Thursday, was no better attended than the first. An adjournment was had subject to the call of Chairman St. John. The object of the gathering was to organize a National Association of General Managers, having local branches at all the important railroad centres in the country.

—The Akron and New Castle Railway, now being constructed from Akron, Ohio, to New-Castle, Penn., as an eastern outlet to the Pittsburg, Akron, and Western, is in financial difficulties. Bennage & Averill, contractors, have filed a petition in Akron asking the appointment of a receiver on a debt of $3,000.

—The Baltimore and Ohio Railroad Company has decided upon a 10 per cent. reduction of salaries of all employes receiving more than $150 per month. All officials, from and including the President down to some of the chief clerks, fall within the scope of the order, which took effect yesterday.

—Judge Jenkins, in the United States Circuit Court in Milwaukee, yesterday granted the petition of the receivers of the Northern Pacific Railroad to ratify the lease of the Cœur d'Alène Railroad and Navigation Company, and to pay interest and other charges accruing thereon.

—The Southwestern Traffic Association members have settled all their differences and adjourned with the certainty that their territory is better protected than ever by association rules. The Rock Island has become a member, and the withdrawal notice of the Atchison is canceled.

—The Chicago, Milwaukee and St. Paul Railroad has withdrawn from its suit against the Omaha Railway Company. By this action the Milwaukee Road relinquishes all claim to a title to a land grant of approximately 240,000 acres, valued in round numbers at $2,300,000.

—A reduction of 10 per cent. in wages went into effect on the Louisville, St. Louis and Texas Railroad yesterday. The circular issued by the receiver making the cut has been expected, and no strike will result.

—General Traffic Manager Taylor of the Lehigh Valley Road issued an order yesterday restoring the officers of the freight and passenger departments to their old places.

—The Soo line has fixed 22½ cents as the through rate on flour. Other roads will meet the rate. Lake lines will at once adopt a through rate of 12½ cents to Toronto.

—The Western Passenger Association has announced a single rate for World's Fair excursions from all points in that State for Wisconsin Day, Sept. 6.

—The Boston and Maine Railroad Company has issued a notice ordering eight hours to constitute a day's work in the shops of the entire system.

—President Depew of the New-York Central says that he does not think that he will go to Europe this year.

—Railroad men everywhere are expected to aid in making Railroad Day at the World's Fair, Sept. 15, a memorable occasion.

—Buffalo newspapers are beginning to agitate for a new New-York Central station in that city.

Auction Sales of Stocks and Bonds.

LOUIS MESIER, Auctioneer.
REGULAR AUCTION SALE
OF
STOCKS AND BONDS
By ADRIAN H. MULLER & SON,
WEDNESDAY, SEPT. 6,
At 12:30 o'clock, at the New-York Real Estate Salesroom, No. 111 Broadway.
For account of whom it may concern.

20 shs. State Trust Co., certif. membership N. Y. Produce Exchange.
20 shs. Germania Fire Ins. Co.
50 shs. Citizens' Bank, Johnson County, Tenn.
$126,000 Excelsior Springs Co. 6 ₱ cent. 1st Mtg. Bds., 1900.
$5,000 Denver Water Co., Denver, Col., 1st Mtg. 7 ₱ cent. Bonds, 1895, July, 1892, coup.
75 shs. Tradesmens' Nat. Bank.
22 shs. Nat. Shoe & Leather Bank.
40 shs. Nat. Shoe & Leather Bank.
200 shs. 3d Avenue R. R. Co.
25 shs. Central Nat. Bank.
50 shs. Southern Nat. Bank.
16 shs. 3d Avenue R. R. Co.
$60,000 Territory of Arizona 5 ₱ cent. Funding Bonds, 1942.

Dividends.

RICHMOND AND DANVILLE SYSTEM,
WASHINGTON, D. C., Aug. 29, 1893.

The coupons from the Richmond and Danville 5 per cent. equipment mortgage bonds, due Sept. 1, 1893, will be paid by the receivers on presentation at the Central Trust Company, 54 Wall Street, New-York City, on and after that date.

The coupons from the Virginia Midland general mortgage bonds, due Sept. 1, 1893, will be paid by the receivers on presentation at the National Mechanics' Bank, Baltimore, Md., on and after that date.

SAMUEL SPENCER,
F. W. HUIDEKOPER, } Receivers.
REUBEN FOSTER,

OFFICE CENTRAL PACIFIC RAILROAD COMPANY, SAN FRANCISCO, Cal., Aug. 24, 1893.—ONE DOLLAR PER SHARE on the capital stock of this Company will be paid on and after Sept. 15, 1893, on presentation and surrender of Dividend Warrant No. 29, at the office of the Southern Pacific Company, 23 Broad St., New-York City.

Transfer books will be closed at 2 o'clock P. M., Friday, Sept. 1, and open at 10 o'clock A. M., Monday, Sept. 18.

By order of the Board of Directors.
W. M. THOMPSON, Sec'y.

CHICAGO AND NORTHWESTERN RAILway Company, 52 Wall St., New-York, Aug. 29, 1893. A dividend of ONE AND THREE-QUARTERS PER CENT. on the preferred stock of this company will be paid at this office on Thursday, Sept. 21, 1893. Transfer books will close on Tuesday, Sept. 5, and reopen on Friday, Sept. 22, 1893.
M. L. SYKES, Treasurer.

Financial.

JAMES BOYS & CO.,
BANKERS AND BROKERS,
50 and 52 Exchange Place,
Rooms 18, 19, 20, and 21,

buy and sell stocks and bonds, grain and provisions, cotton and coffee, for cash or on margin. Private wires. Market letter free on application.

Unlisted securities and trust company stocks a specialty.

Commercial paper, city and country notes dealt in.

THE HOLDERS OF THE BONDS OF THE
COLUMBUS & WESTERN RR. CO.
are requested to forward their names and addresses to the FARMERS' LOAN AND TRUST CO., TRUSTEE, 20 William St., New-York City.

LOUISVILLE, NEW-ALBANY & CHICAGO RAILWAY COMPANY.
Notice to Stockholders:
The proposal for the classification of the stock of this company having been accepted by a majority of its stockholders, the Directors have declared the plan operative and have fixed Sept. 20 next as the time when the privilege of depositing stock with the Central Trust Company will cease under the terms of the circular of March 7, 1893.
J. A. HILTON, Assistant Secretary.

BONDS FOR SALE!
The undersigned has for sale Twenty Coupon Bonds of $500 denomination each, issued by the Borough of Morrellville, Cambria County, Penn., bearing 5 per cent. interest from Sept. 1, 1893, payable semi-annually, and redeemable optional in five years and absolutely in twenty years after their date. For further particulars, call on or address,
JOHN F. SEIGH, Borough Treasurer,
Fairfield Av., Morrellville, Johnstown, Penn.

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS AVAILABLE IN ALL PARTS OF THE WORLD.

FINANCIAL DIRECTORY

CLEARING HOUSE BANKS IN THE FOLlowing list are arranged in the order of their Association number.

BANKS.

National City — 52 Wall Street
Chemical National — 270 Broadway
GALLATIN NATIONAL. CAPITAL, $1,000,000. SURPLUS, $1,600,000. 36 Wall Street
National Bank of Commerce — CAP. AND SURPLUS, $8,664,000. 29 NASSAU ST.
MERCANTILE NATIONAL. Capital, $1,000,000. Surplus Fund, $1,000,000. 191 Broadway
National Bank of the Republic — Wall Street and Broadway
Hanover National Bank — CAPITAL, $1,000,000. SURPLUS, $1,895,000. 9 AND 11 NASSAU STREET
The Nassau Bank — Corner Beekman and Nassau Streets
National Park Bank — 214 and 216 Broadway
Fourth National — 16 Nassau Street
Central National — 322 Broadway
Chase National — 15 Nassau Street
Fifth Avenue — Fifth Avenue, corner 44th Street
Lincoln National — 34 East 42d Street
Seaboard National — 18 Broadway
Eleventh Ward Bank — 147 Avenue
Fourteenth Street Bank — 3 East Fourteenth Street
Hide and Leather National — 88 Gold Street

TRUST COMPANIES.

Continental Trust Company — 18 Wall Street
KNICKERBOCKER TRUST CO. CAPITAL AND SURPLUS, $1,000,000. 234 Fifth Av. and 18 Wall Street
Manhattan Trust Co. — 20 Wall Street
NEW-ENGLAND LOAN AND TRUST CO. The Debentures of this corporation are a safe 5 per cent. investment. 160 Broadway
New-York Security & Trust Co. — 46 Wall Street
THE STATE TRUST CO. CAPITAL AND SURPLUS, $1,800,000. 36 Wall Street

Financial.

IN CHANCERY, AT MOBILE, ALA.

NOTICE TO BONDHOLDERS AND CERTAIN JUDGMENT CREDITORS—THE MOBILE AND BIRMINGHAM RAILWAY COMPANY.

Pursuant to a decree rendered by the Honorable Chancery Court for the Thirteenth District of the Southwestern Chancery Division of the State of Alabama, sitting at Mobile at the April Term, A. D. 1893, thereof, in a certain cause pending in said court wherein The Central Trust Company of New-York is complainant, and the Mobile and Birmingham Railway Company and others are defendants, notice is hereby given that the undersigned Register in Chancery for said District will hold a reference at his office, at the Court House of Mobile County, State of Alabama, beginning at 10 o'clock A. M., on the TWENTY-FIRST DAY OF AUGUST, A. D. 1893, and will, after hearing such matters as may be there brought before him, adjourn said reference to 12 o'clock M. the 15th day of September, A. D. 1893, when and where he will continue said reference at the office of Dunning & Fowler, Counsellors-at-Law, 67 Wall Street, in the City of New-York. At said reference the Register will ascertain and report by the terms of said decree:

1st. The amount and number of bonds now outstanding which were regularly issued by said railway company and certified by the trustee in accordance with the provisions of the mortgage of February 1st, 1887, and as far as practicable the names and residences of the respective holders thereof.

2nd. The dates of the maturity and the number and amount of the coupons which were attached to and issued with said mortgage of the issue of February 1st, 1887, which were outstanding and in default at the time of the filing of the bill in said cause, and at the time of the holding of this reference.

3rd. The amount and number of bonds now outstanding which were certified by the trustee in accordance with the provisions of the mortgage of February 1st, 1890, and as far as practicable the names and residence of the holders thereof.

4th. The dates of the maturity and the number and amount of the coupons which were attached to and issued with said bonds of the series of February 1st, 1890, and which were outstanding and in default at the time of the filing of the bill in this cause at the time of the holding of this reference.

5th. The Register will ascertain and report what, if any, judgments have been obtained by the holders of any of said coupons under the aforesaid mortgages; the amount of such judgments and the particular coupons merged therein, and the names of the persons by whom said judgments were obtained and the present holders of said judgments, the date of such judgments and the amount thereof, and whether or not said judgments are a superior lien upon what, if any, of the property covered by said mortgages, respectively.

6th. The Register will ascertain and report a full description of the property covered by said mortgages respectively, and it shall be the duty of the Receiver to furnish him with an inventory of all the property in his hands as such Receiver.

All persons having such claims against said Mobile and Birmingham Railway Company, as are provided for in said decree, are notified that they must file the same with the undersigned at his office at Mobile, on or before the 21st day of August next, or with him at the office of Dunning & Fowler, 67 Wall Street, New-York, on the 15th day of September next, or within five days thereafter.

Witness my hand this 18th day of July, A. D., 1893.
JOSEPH HODGSON, Register.
au12-law6wS

SECURITIES
which do not depreciate.
FIRST MORTGAGES
on New-York City real estate,
WITH PAYMENT GUARANTEED BY THE
Bond and Mortgage Guarantee Co.
Amounts range from $5,000. to $100,000. at the most favorable rates of interest. Can be delivered on one day's notice. No expense to purchasers.
TITLE GUARANTEE & TRUST Co
Offices { 55 Liberty St., N. Y.
N.E. corner 58th St. & 7th Av., N.Y.
26 Court St., Brooklyn.

Toledo, St. Louis & Kansas City R.R.
SECOND NOTICE!
TO THE BONDHOLDERS:

Holders of bonds to the amount of nearly $3,000,000 have signed the bondholders' agreement of the undersigned committee, and all who wish to act with this committee should sign and return the agreement at once.

Copies mailed by CONTINENTAL TRUST CO., 18 Wall St.

JOHN C. HAVEMEYER,
H. O. ARMOUR,
JAMES M. HARTSHORNE,
OTTO T. BANNARD,
MORTON S. PATON.

Meetings.

NOTICE IS HEREBY GIVEN THAT THE first meeting of the stockholders of the "Empire Typesetting Machine Company" will be held at the office of Miller & Wells, No. 32 Nassau St., New-York City, on Saturday the 9th day of September, 1893, at 10 A. M., which place and time are hereby appointed for such meeting by us, a majority of the corporators named in the agreement in corporation of said company. The object of such meeting is to elect a Board of Directors, make by-laws, and transact any other business which may lawfully be done by the stockholders at such general meeting.
Dated New-York, Aug. 24, 1893.
HENRY THRUSH,
JOSEPH FAULKNER,
ALBERT SALOMON,
JAMES A. BRIGGS.

Copartnership Notices.

42 NEW ST.,
NEW-YORK, Aug. 31.

THE FIRM OF AMES & SHERA HAS THIS day been dissolved by mutual consent. Mr. FREDERICK F. AMES will sign the firm name in liquidation.
FREDERICK F. AMES,
J. FLETCHER SHERA.

IN THE REAL ESTATE FIELD.

No sales of real estate at auction were held yesterday, and few are set down for the coming week.

The Grand Central Real Estate Exchange, at 50 to 54 East Forty-first Street, has been incorporated with $30,000 capital. Its incorporators are Joseph J. Gleason, Philip A. Smyth, James L. Wells, John S. Mapes, Allan C. McDonald, Augustus T. Docharty, and Thomas Gilleran.

New Buildings and Alterations.

In the Building Department yesterday plans for the following new buildings and alterations were filed:

By Patrick Divver, for a five-story brick store building at 14 Duane Street, $5,900.

By A. Kelleturase of 328 West One Hundred and Twenty-eighth Street, for a six-story brick tenement and store on the northeast corner of Seventh Avenue and West Twenty-sixth Street, $80,000.

By Isaac M. Dyckman of King's Bridge, N. Y., for a two-story frame dwelling on the west side of Ackerman Street, north of Riverdale Avenue, $2,000.

By Marcus Kempner, for alterations to a four-story brick tenement at 159 and 161 Ridge Street, $2,000.

Recorded Real Estate Transfers.

Friday, Sept. 1.

Avenue A or Eastern Boulevard, w s, 51.2 ft n of 84th St, 26x75; Adam Stahl and wife to Jacob Gruner and wife	$27,000
84th St, n s, 281.8 ft w of Avenue A, 15.8x102.2; Louisa E. Doring and others to William Britsch	10,500
84th St, s s, 281.8 ft w of Avenue A, 15.8x102.2; Conrad Siemon and another, executors, &c., to same	10,500
117th St, s s, 95 ft e of 4th Av, 20x100; George Schmitt to Bertha Sigemond	19,000
119th St, n s, 306 ft w of 5th Av, 70x100.11; the First Reformed Presbyterian Congregation of New-York to the Lenox Avenue Union Church	45,611
133d St, s s, 385 ft w of 5th Av, 50x99.11; John J. Sullivan and wife to Anschel Worms and wife	1
133d St, 30 and 32 West; Bella Holzmann to John J. Sullivan	1
112th St, n s, 100 ft e of 3d Av, 20x100.11; Maria R. Capel to Moritz Gerber	10,500
118th St, n s, 165 ft e of Lenox Av, 20x100.11; Charles S. Kendall and wife to Oliver L. Geer	22,000
92d St, n s, 100 ft w of 1st Av, 50x100.8; John McLaughlin to Adolph Balschum	16,000
Rose St, n s, adjoining land of James Chalmers, Lot 32; Augustus Schrader to G. H. F. Schrader	13,500
Washington St, 385 and 387; Thomas J. Lynch to K. T. Lynch	1
Rivington St, 237; James Mulholland and wife to Hugh Donahue	25,500
Houston St, 475 East; R. B. Merritt and wife to John Kehoe	25,000
Delancey St, n w corner of Clinton St, 75x109; John Kehoe to R. B. Merritt	237,000
Waverley Place, 159, and other property; Aaron D. Farmer and wife to Henry E. Stevens	5
Broome St, 232; Michael Kuntz and wife to Leopold Landsmann	22,500
36th St, s s, 142.4 ft e of 8th Av, 18.4x98.9; Gustave Levy and others to John Beran	1
Lexington Av, 119; C. E. Wetmore to Michael F. Lyons	35,000
20th St, 160 West; Joseph B. Bissell and wife to Louisa Hutschen-Reuther	2,300
22d St, s s, 120 ft w of 7th Av, 30x98.9; Daniel D. Lawson and others to Peter Duffy	68,000
47th St, n s, 350 ft w of 11th Av, 25x100.5; Michael Farrell to Thomas Smith	6,500
65th St, s s, 500 ft w of 8th Av, 50x100.5; Mary Marcks to Cecelia McKenna	1
48th St, s s, 208 ft e of 7th Av, 17x100.4; George M. Dusenberry and another to Joseph E. Mount	17,500
53d St, 208 to 214 West; Aaron D. Farmer and wife to Henry E. Stevens	5
75th St, n s, 179 ft e of Columbus Av, 21x102.2; James T. Hall Company to J. T. Hall	52,000
78th St, 106 West; Asa R. Davison and wife to W. W. Farmer	1
51st St, 330 West; H. E. Stevens and wife to W. W. Farmer	1
5th Av, 714; R. P. H. Durkee, executor, to W. H. Flitner	150,000
74th St, n s, 188 ft e of 3d Av, 22x102.2; John McArdle and wife to Albert Most	10,000
50th St, s s, 80 ft e of 1st Av, 20x90; Moritz Gerber and wife to Annie Strause	13,000
77th St, n s, 305 ft e of 3d Av, 12.6x102.2; Mary Glantz to Samuel Glantz	1
80th St, 54 East; Rudolph Liebmann and wife to Henry S. Herrman	37,000
3d Av, s w corner of 100th St, 50.11x100; Warren R. Sammis to Julius Lipman	5
109th St, s s, 83 ft e of 2d Av, 17x68; Jacob Engel and wife to Henriette Knoll and Marcus Knoll	4,725
8th Av, 2,194; Peter Diehl to Julia Crohu	25,600
Hamilton Place, e s, 56 ft n of 142d St, 16x irregular; Jennie V. Kennedy to William Daly and wife	11,500
134th St, n s, 117 ft w of 7th Av, 17x99.11; Angeline S. Donnell to Henrietta A. Colt	12,000
104th St, n s, 160 ft e of Riverside Drive, 20x100.11; John Weicker and others to Sarah F. Hyatt	1
Lots 40 to 42, 80 to 83, 106 to 108, 131 to 133, map of estate of Charles M. Connolly, 12th Ward; R. Clarence Dorsett to Thomas S. Ormiston	1
134th St, s s, 250 ft e of Willis Av, 16.8x100; William H. Picken and wife to Babette Schmidt	9,000
135th St, n s, 100 ft w of Alexander Av, 100x125; John W. Decker to Pheba C. Rapelye	80,000
137th St, s s, 131.6 ft w of Willis Av, 25x100; Theodore P. McDonald and wife to William J. Cromie	12,500
Prospect Av, w s, 108 ft n of 165th St, 50x175; George P. Arbogast and wife to John A. Elini	12,500
Lots 72 and 73, map of A. Vyse estate, property of 23d Ward Land Improvement Company; the 23d Ward Land Improvement Company to Samuel Kohn and another	3,150
Andrews Av, w s, 300 ft n of Hampden St, 25x99; Alfred J. Taylor and others to Stephen C. Hunter	1,800
Old Albany Post Road, e s, 419 ft n of Bailey Av, 25x irregular; Edward H. Friedrich to Edith F. Friedrich	1
80th St, s s, 127.1 ft w of 2d Av, 20x102.2; Hugo Wegener and wife to Harry Isaacs	10,000
62d St, 158 East; Gideon Fountain and wife to Ladies' Christian Union	1
58th St, s s, 80 w of Avenue A, 21.5x100.5; John W. Mark and wife to Benjamin Bloomingdale	8,800
83d St, n s, 123 ft e of Avenue B, 25x102.2; Louis Brandt and others to Frederick Westpfal	20,500

Recorded Mortgages.

Amy, Henry, to James O'Donohue; s s of 27th St, e of 6th Av, 3 years	$40,000
Butler, Adelaide L., to United States Trust Company; s s of 125th St, w of 5th Av, 3 years (three mortgages.)	30,000
Bloomingdale, Benjamin, to J. W. Mark; s s of 58th St, w of Avenue A, 3 years	5,000
Byrne, Martine, to William Kelly; s s of 26th St, w of 10th Av, 1 year	500
Balschun, Adolph, to John McLaughlin; n s of 92d St, w of 1st Av, 1 year	13,500
Crohu, Julia, to Peter Diehl; e s of 8th Av, n of 118th St, installments	3,000
Cary, R. Anna, and another to H. D. Glover; 240 and 242 West 29th St, 1 year	3,250
Clarke, John A., and another to Rachel Duffy, 46 and 48 Greenwich St, 1 year	1,500
Donahue, Hugh, to James Mulholland; s s of Rivington St, e of Willett St, 1 year	6,000
Daly, William, and wife to J. V. Kennedy; e s of Hamilton Place, s of 142d St, 1 year	2,000
Falconer, William H., and wife to L. C. Falconer; n s of 12th St, w of 3d Av, 2 years	18,000
Geer, Oliver L., to Charles S. Kendall; n s of 118th St, e of Lenox Av, 1 year	2,500
Hunter, Stephen C., to A. J. Taylor and another; w s of Andrews Av, n of 184th St, 1 year	1,600
Herman, Henry S, to R. Liebmann; 54 East 80th St, 1 year	5,000
Harris, Emma L., and another to David J. King and others; n s of 125th St, e of Lexington Av, 5 years	16,000
Hartwell, Luther F., to Zoller Lumber Company; s s of 95th St, w of 8th Av, 6 months	2,500
Hall, James T., and wife to the Mutual Life Insurance Company; n s of 75th St, e of Columbus Av, 1 year	25,000
Hutschen, Reuther Louisa, to Joseph B. Bissell; s s of 20th St, e of 7th Av, 2 years	3,000
Hyatt, Sarah F., to John Weicker and another; n s of 104th St, e of Riverside Drive, 2 years	2,500
Isaacs, Harry, to Hugo Wegener and wife; s s of 80th St, w of 2 Av, 1 year	3,000
Jencks, Francis M., and wife to A. C. Carter; n s of 77th St, w of West End Av, 3 years	20,000
Jeroloman, Anna M., and another to Johannah S. Seymour; s s of 34th St, e of 8th Av, 1 year	5,000
Kroll, Marcus, and wife to Jacob Engel and wife; s s of 109th St, e of 2d Av, 5 years	4,200
Kauffman, Mordecai P., and wife to Polka M. Weikens and another, trustee; Lexington Av, s e corner of 75th St, 5 years	16,000
Kohn, Samuel, and another to 23d Ward Land Improvement Company; Lots 71, 72, 73, map of Vyse estate, 3 years	1,890
Landsmann, Leopold, and wife to Michael Kuntz; n s of Broome St, w of Essex St, 5 years	16,000
Lipman, Julius, and wife to C. A. Hand, executor; w s of 3d Av, s of 100th St, 3 years	14,000
Landsmann, Leopold, and wife to Michael Kuntz; n s of Broome St, w of Essex St, demand	2,500
Lyons, Michael F., to Caroline C. Wetmore; Lexington Av, n e corner of 28th St, 5 years	17,000
Lindemann, John G., to D. J. King and others; s s of 41st St, w of 7th Av, 2 years	15,000
Ladies' Christian Union to Gideon Fountain; n s of 62d St, w of 3d Av, 3 years	10,000
Monheimer, Jonas H., and wife to the Domestic and Foreign Missionary Society of the United States; n s of 58th St, e of 8th Av, 3 years	56,000
Merritt, Robert B., to John Kehoe; w s of Clinton St, n of Delancey St, (three mortgages,) 1 year	11,000
Oakley, Jennie, to Louis Rice; n s of 82d St, e of 10th Av, 5 years	4,500
Rapelye, Pheba C., to Isabella McCormack; n s of 135th St, w of Alexander Av, demand	20,000
Richards, Lucy P. M., to Title Guarantee and Trust Company; 112 Warren St, 2 years	4,000
Strause, Annie, to Moritz Gerber; s s of 50th St, e of 1st Av, 2 years	8,500
Stevens, Henry E., and wife to James D. Putnam; s s of 53d St, w of 7th Av, 1 year	2,500
Schrader, George H. F., to Augustus Schrader; 32 Rose St, 5 years	4,203
Smith, Thomas, to Eliza and John Barrett; e s of Pike Slip, s of Cherry St, 2 years	5,000
Samuels, Simon, and wife to John Ochse; 104 Mott St, 3 years	4,000
Scherff, Rosina, to Andrew Koch; 171 Allen St	500
Silverberg, Solomon, and wife to Louis Arnheim; s s of Lexington Av, 716, 1 year	3,000
The Lenox Avenue Union Church to the First Reformed Presbyterian Congregation; s s of 119th St, w of 5th Av, 3 years	15,000
The Journal of Commerce to David M. Stone; n w s of Pearl St, n e of Hanover St and s s of Beaver St, 1 year	100,000
Umberfield, John C., and wife to Gideon Fountain; n s of 75th St, e of Columbus Av, and other property, 1 year	6,000
Wise, Nathan, to Dry Dock Savings Institution; w s of Willis Av, n of 146th St, 1 year	10,000
Wier, Martin, to A. L. Blum; e s of Columbia St, s of Broome St, (two mortgages,) 5 years	6,500
Wickersham, George W., and wife to Trustees of Robert College of Constantinople; s s of 12th St, e of 6th Av, 2 years	12,000
Westphal, Frederick, to Jacob Schellenberg; n s of 33d St, e of Avenue B, 3 years	3,000

Mechanics' Liens.

Filed yesterday in the County Clerk's office.

8th Av and 113th St, s e corner; Murphy & Jones against William A. Murray, owner and contractor	$600
Amsterdam Av and 87th St, s e corner; William Brooks & Son against John G. Prague, owner; James McNiece, contractor	279
27th St, 235 and 285 East; George B. Robbins & Co. against Louis J. Rosendorff, debtor; Morris and Louis J. Rosendorff, owners	146
Broadway and 41st St, n e corner; same against Myer L. Sire, owner and contractor	612
Lexington Av and 60th St, s w corner; Crawford Maxwell against Charles Stein, owner and contractor	38
13th St, West, 302; Miller & Gillich against John P. Ryan, owner; J. W. Wilson & Co., contractors	393
5th Av, 124 to 128 and 2 West 18th St; Timothy Sullivan against Blanche H. de Logerot, owner; Richard de Logerot, contractor	7,696

City Real Estate for Sale.

AUCTIONEER. AGENT.

Geo. R. Read,
REAL ESTATE,
9 PINE ST., ASTOR BUILDING.
BROKER. APPRAISER.

Country Real Estate for Sale.

EAST ORANGE, N. J., DESIRABLE PROPERTIES (all prices) for sale, furnished and unfurnished houses to rent. S. D. CONDIT, opposite Brick Church Station.

Real Estate for Exchange.

TWO LARGE TENEMENTS, FULLY rented, to exchange for a country seat. MARTIN, owner, 41 Wall.

Summer Resorts.

MASSACHUSETTS.

THE AMERICAN HOUSE, Boston, Mass. The nearest first-class hotel to the Northern and Eastern Railway Stations. European Plan, 350 Rooms. $1 and up.

NEW-JERSEY.

HOTEL NETHERWOOD,
NETHERWOOD, N. J.
OPEN INTO OCTOBER.
Forty-five minutes from Liberty St., Central Railroad of New-Jersey. Elegant brick structure. All modern conveniences. FRANK E. MILLER.

NEW-YORK.

Richfield Springs, N. Y.

HOTEL EARLINGTON

WILL REMAIN OPEN UNTIL SEPT. 25. APPLY DIRECT, OR TO HOTEL BRISTOL, 5TH AV. AND 42D ST., NEW-YORK CITY.
E. M. EARLE, Proprietor.

HOTEL CASTLETON,
Brighton Heights, New-Brighton, S. I.
Just the spot. Airy and delightful; only 25 minutes from Lower Broadway by prompt and frequent boat service; hotel stage in waiting.
JAS. H. RODGERS, Proprietor.

SEA CLIFF HOTEL,
Sea Cliff, L. I. Boating and bathing. For healthfulness and beauty of scenery this resort is unsurpassed. Plan and terms at 74 West 35th St. PEET & DAILEY, Proprietors.

THE OVERLOOK MOUNTAIN HOUSE.
WOODSTOCK, ULSTER COUNTY, N. Y.,
NOW OPEN.
First-class in its appointments, excellent table, pure spring water, fine stabling. Light conveyance from West Hurley Station to hotel.
A. A. NEAL, Manager.

WHEN IN BUFFALO STOP AT THE GENESEE. NIAGARA FALLS forty minutes away.

Situations Wanted—Females.

Chambermaids.

CHAMBERMAID.—By a competent chambermaid; understands sewing and waiting on lady; willing and obliging; good city reference. 900 6th Av., in store.

CHAMBERMAID.—By a young girl as chambermaid and waitress in private family; best city reference. Address L. R., Box 301 Times, Up Town.

Cooks.

COOK.—By a respectable middle-aged woman as cook in private family or boarding house; is good cook; understands her business; good city references. 528 West 42d St.

COOK.—By a first-class cook; understands soups, meats, entrees, and desserts; excellent bread and cake maker. Address S. C., Box 300 Times, Up Town.

Dressmakers.

DRESSMAKER.—Stylish; first-class fitter; will make engagement for next week; $1.50 per day. 54 East 10th St., near Broadway.

Laundresses.

LAUNDRESS.—By experienced laundress in private family; city or country; best city reference. Address, by letter, Laundress, 1,338 3d Av.

Miscellaneous.

STENOGRAPHER AND TYPEWRITER.—Ten years' practical business experience; quick, accurate, and competent; salary, $18 per week. Address M., 1,338 3d Av.

Situations Wanted—Males.

Coachmen.

COACHMAN.—By experienced, single Protestant man; reliable; can take full charge of any gentleman's establishment; thorough horseman; careful driver; highest references; last employer can be seen. A. T., care Martin, 235 5th Av.

COACHMAN.—By a young married man of medium height; no family; understands his business in every respect; last employer seen; other good references. M. C., 489 5th Av., J. B. Brewster.

COACHMAN, GROOM, AND USEFUL MAN.—Unmarried; with private family in the country; good references. Address J. C., Box 392 Times, Up Town.

Gardeners.

GARDENER. — Experienced in greenhouses, roses, graperies, and vegetables; 18 years in last place; small family. Address H. P., Box 299 Times, Up Town.

Miscellaneous.

CARE OF HOUSE.—Refined young couple, with best references, will take charge of furnished house or flat during owner's absence and pay moderate rent. Address Responsible, Box 393 Times, Up Town.

MALE NURSE.—Hospital graduate; gives massage and Swedish movements. Address H. E. B., Box 324 Times, Up Town.

The Trades.

PARQUET FLOORS, FURNITURE, CABINET trim, &c., cleaned and polished; china, glass, pictures, mirrors, and all household goods packed for shipping or storage. Charles Roak, 212 West 36th St.

Help Wanted—Males.

GARDENER WANTED.—Must thoroughly understand the care of a gentleman's country place, the cultivation of vegetables, outdoor fruit and flowers, as well as the propagation of bedding plants. Address, with full particulars, references, and wages expected, S. S. Howland, Mount Morris, N. Y.

WANTED—Master shipsmith ($6 per diem) at the navy yard, New-York. An examination of applicants will be held at the navy yard, New-York, Wednesday, Sept. 6, for filling the following position: Master shipsmith ($6 per diem). The examination will be open to all comers who can give evidence of experience in conducting the kind of work for which they seek employment, and who are citizens of the United States. Persons now holding positions at the yard will be admitted to competition on the same footing as other applicants. Applications will be addressed to the Commandant, Navy Yard, New-York, and must be delivered to him on or before Tuesday, Sept. 5. No application received after that date will be considered. Each applicant must state in his application his name, age, residence, citizenship, present occupation, (stating shop and position therein,) and previous employment or work done. The application will be accompanied by evidence of citizenship and by certificates, preferably from previous employers, as to character, habits of industry and sobriety, and skill and experience in conducting the kind of work required. Applicants will be informed as to the date on which they will be required to report for examination. The examination will be practical in character, having reference exclusively to the requirements of the position to be filled. It will be directed to ascertaining the applicant's knowledge of his business and his possession of the qualities that will enable him to get good work out of his men. The applicant's antecedents and experience in his trade, as well as the character of his previous work, will be duly considered by the Board in making its recommendations. HILARY A. HERBERT, Secretary of the Navy.

Instruction—City Schools.

COLUMBIA GRAMMAR SCHOOL,
34 AND 36 EAST 51ST ST.
ONE HUNDRED & THIRTIETH YEAR BEGINS TUESDAY, Sept. 26.
Thorough preparation for all colleges, scientific schools, and business. Primary department, Gymnasium. Applicants examined on and after Tuesday, Sept. 19.
Catalogues at Putnam's and at the school.
Dr. R. S. BACON, A. M., LL. B., Mr. B. H. CAMPBELL, A. M., } Principals.

NEW-YORK BUSINESS COLLEGE,
Mt. Morris Bank Building, 81 East 125th St., N. Y.
Thorough instruction in every branch pertaining to preparation for business. Both sexes received. Morning, afternoon, and evening sessions. Experienced teachers.
1. ENGLISH and ACADEMIC Department.—Regular session begins Oct. 1 and ends July 1.
2. BUSINESS and SHORTHAND Departments.—Reopens Tuesday, Sept. 5. Now is a good time to begin with these studies.
3. NIGHT SCHOOL.—Resumes sessions on the evening of Tuesday, Sept. 5, at 7:30 P. M.
EXPENSES MODERATE.—Tuition for one full session of nine months, $100; for six months in any one department, $60; night school, three months, $15.
For circulars call at the college office or address as above. CLEMENT C. GAINES, Prin.
MENTION THIS PAPER.

COLLEGIATE INSTITUTE
OF
Dr. J. Sachs,
SCHOOL FOR BOYS,
38 WEST 59TH ST.
REOPENS THURSDAY, SEPT. 21, 1893.
THOROUGH PREPARATION FOR ALL COLLEGES.
SPECIAL COMMERCIAL DEPARTMENT.
SCHOOL FOR GIRLS,
116 WEST 59TH ST.,
REOPENS WEDNESDAY, SEPT. 27, 1893.
COMPLETE ORGANIZATION, INCLUDING COLLEGE PREPARATION, FROM PRIMARY TO ACADEMIC DEPARTMENT.

COLLEGIATE SCHOOL FOR BOYS, 34 WEST 40TH ST., (BRYANT PARK.) WILLIAM McDOWELL HALSEY, PH. D. Short lessons thoroughly mastered. Reopens Wednesday, Sept. 27, 1893.
Refers among others to the following patrons:

Mr. Geo. A. Robbins,	Mr. John N. Stearns,
Rev. Dr. Thos. H. Sill,	Mr. Robert Maclay,
Mr. John Le Boutellier,	Mr. John A. Riker,
Mr. Warner Van Norden,	Rev. Dr. Erskine White.
Mr. John McKesson, Jr.,	Mr. Joseph W. Harper.

BERKELEY SCHOOL, 18, 20, 22, 24 WEST 44TH ST. Autumn half, fourteenth year, will begin on Monday, Oct. 2. The new building will be open for inspection on and after Sept. 14. For a copy of the register for 1893, and descriptive circular, address J. CLARK READ, A. M., Registrar.

THE MISSES ELY'S SCHOOL FOR GIRLS, RIVERSIDE DRIVE, 85th and 86th Streets. Unusual facilities for elementary work are offered by the equipment of the building 338 West 86th Street, adjoining the school grounds, devoted to primary classes of little boys and girls.

DWIGHT SCHOOL, 1,481 BROADWAY, NEAR 43D ST. A superior preparatory school for boys. Careful preparation for all colleges, scientific schools, and for the Regents' examinations. Fall term begins Sept. 25. Catalogues on application. HENRY C. MILLER, ARTHUR WILLIAMS, } Principals.

THE MISSES MOSES. BOARDING AND DAY SCHOOL FOR GIRLS With Kindergarten and Classes for Little Boys. NOS. 647-649 MADISON AV., NEW-YORK. The adjoining house, altered and refitted for school purposes, has been added to the building now occupied. Reopens Sept. 28.

CHAPIN COLLEGIATE SCHOOL, 721 Madison Av., (64th St.) 74th year begins Sept 27. Boys fitted for college or business. Well-equipped gymnasium. Primary department, under careful instruction. HENRY B. CHAPIN, D. D., Ph. D., Principal.

COLUMBIA INSTITUTE, CORNER WEST 72d St. and West End Av.—Nineteenth year commences Sept. 27; spacious new buildings; collegiate preparation; intermediate and primary classes; commercial department; military drill; large playground; gymnasium; boarding pupils received. Send for illustrated catalogue. EDWIN FOWLER, M. D., A. B., Principal.

COLLEGIATE SCHOOL, Founded 1633. 241 AND 243 WEST SEVENTY-SEVENTH ST. Boys prepared for College and for Business. Primary department. Gymnasium. Military drill under U. S. Army officer. Reopens Sept. 28. L. C. MYGATT, Head Master.

THE REED SCHOOL. 6, 8, 10 East 53d St. 30th Year begins Oct. 3. Mrs. Sylvanus Reed, Resident; Mr. J. Ramsay Montizambert, M. A., Head Master. Primary, Secondary, and Collegiate courses, including all studies required at university entrance examinations.

DRISLER SCHOOL, NO. 9 EAST 49th ST. Established 10 years.—Four departments. Gymnasium under competent instruction. Prepares for all colleges and for business. Building large, light, and well ventilated. Two resident pupils received into the Principal's family. Reopens Oct. 2.

MOELLER INSTITUTE,
1863. 336 WEST 29TH ST. 1893.
Kindergarten, Day and Boarding School. Prepares for college and business. Opens Sept. 12. P. W. MOELLER, Principal.

HAMILTON INSTITUTE, 103-5 WEST 82D ST. A high-grade College Preparatory School, with Primary Department, Athletics, Military Drill. Number limited. Send for illustrated catalogue. N. ARCHIBALD SHAW, Jr., Principal.

MRS. LEOPOLD WEIL'S BOARDING AND Day School for Girls, Kindergarten and classes for little boys. Prepares for colleges. 711 Madison Av., cor. 63d St., and 111 West 77th St., between Columbus and Amsterdam Avs., New-York. The twenty-eighth school year begins Tuesday, Sept. 26.

MISS WALKER'S SCHOOL FOR GIRLS, 148 Madison Av.—Reopens Oct. 2; numbers limited; school hours from 9 to 1; no home study for pupils under fourteen, who remain until 2 o'clock; applications by letter until Sept. 20.

MRS. HAZEN'S SCHOOL FOR GIRLS, PELHAM MANOR, NEW-YORK. Combined advantages of City and Country. Increased facilities for pupils. Reopens September 28.

J. H. MORSE'S SCHOOL, 423 MADISON AV., NEW-YORK. Autumn term begins Oct. 2. Thorough preparation for all colleges. Summer address of Principal, Cotuit, Mass.

THE MISSES GRINNELL'S Day School for Girls, 22 East 54th St., re-opens Oct. 5. Primary, Academic, and Collegiate Departments. Special courses. Kindergarten, Oct. 10.

MME. DA SILVA, No. 24 West 38th St., New-York City. School for girls. French the language of the school and family. Will reopen Oct. 2.

MISS GAYLER'S DAY SCHOOL FOR GIRLS, with kindergarten. Fifth year begins Wednesday, Oct. 4. No. 174 West 86th St. New-York.

SCHOOL, LIMITED NUMBER, 100 PER cent. in recent college examinations; home influence; delightful place near Sound. WM. L. EVANS, M. A., Hunt's Point, New-York City.

MADAME MEARS. Boarding and Day School for young ladies. 52d year. Reopens Oct. 2. 222 Madison Av.

F. G. IRELAND'S CLASS FOR BOYS, 25 West 42d St., reopens Monday, Oct. 2; limited to twenty-four. Mr. Ireland will be at the classrooms after Sept. 18, 9 to 1.

IRVING SCHOOL, (BOYS,) 20 WEST 59TH ST, LOUIS DWIGHT RAY, M. A. All departments. Gymnasium. Reopens Sept. 28. Year book on request.

ST. LOUIS COLLEGE, (Catholic,) 224 West 58th St., Central Park. Strictly select school for limited number of boys. Rev. Jos. Hétet, D. D., S. P. M., President.

MISS GIBBONS' SCHOOL FOR GIRLS, MRS. SARAH H. EMERSON, Principal. A few boarding pupils taken. Re-opens Oct. 4, 55 West 47th St.

WOODBRIDGE SCHOOL. 12th Year. 417 MADISON AV. REOPENS OCT. 2. NO JUNIOR DEPARTMENT. J. WOODBRIDGE DAVIS. DAVID A. CENTER.

MISS BALLOW'S SCHOOL FOR GIRLS.—Miss M. S. Morgan, Miss E. F. Gallaudet, Principals. Reopens Oct. 5. 24 East 22d St.

HOME BOARDING AND DAY SCHOOL FOR GIRLS. 607 Fifth Av. Rev. Dr. and Mrs. Charles H. Gardner, Principals.

MISS BARBER AND MISS MONTFORT'S morning classes for young ladies; academic, collegiate, and special courses; Oct. 4. 44 West 34th St.

FRANCIS B. ALLEN'S CLASS FOR BOYS, 13 West 42d St., reopens Sept. 28; number limited. Especial care with backward boys. 11th year.

CLASS FOR BOYS, 22 EAST 54TH ST., REopens Oct. 4. English, French, Latin. Fourteenth year. THE MISSES GRINNELL.

AT MISS PERRIN'S 696 MADISON AV., near 62d St., special classes in all branches of tuition; boarding pupils, $600 per annum; 15th year.

MISS JAUDON'S SCHOOL, 343 MADISON Av., reopens Oct. 4. Primary classes. College preparation. A few resident pupils.

Instruction—City Schools.

SCHOOL OF
SOCIAL ECONOMICS,
34 UNION SQUARE.
Opens Sept. 11. NEW-YORK.

YALE SCHOOL,
51 WEST 51st ST.
Prepares for all colleges and for business.
WM. C. READIO, L. E. BROWN.
Opens Sept. 27, 1893.

Instruction—Country Schools.

STEVENS SCHOOL.
THE ACADEMIC DEPARTMENT OF THE STEVENS INSTITUTE OF TECHNOLOGY, RIVER ST., between 5th and 6th Sts., Hoboken, N. J., REOPENS SEPT. 20, 1893.
Examinations for admission on the 18th and 19th of September.
Full courses of studies preparatory to Colleges and Schools of Science, Law, and Medicine.
The rate of tuition for all classes is $150 per year or $50 per term. These terms include all the studies.
For catalogues apply to the Librarian of Stevens Institute.

WELLS COLLEGE FOR WOMEN, AURORA, N. Y. Three Full Courses of study. Location beautiful and healthful. Session begins Sept. 20, 1893. Send for Catalogue.

PENNINGTON SEMINARY. Our catalogue is full of the very information you are now seeking for your son or daughter, and is so beautiful that it would grace your parlor table. Sent free. Address THOMAS HANLON, Pennington, N. J.

MORRISTOWN, NEW-JERSEY. MISS DANA'S School for girls reopens September 20. College preparation. Resident native French and German teachers. Special advantages in music and art. Terms for boarding pupils, $700 per year. Circulars sent on application.

MLLE. GROSCHEL, (FORMERLY DIRECTOR of the Groschel Conservatory of Music, Brooklyn,) country home and school for girls, Suffern, N. Y.; one hour from city; English, Latin, French, German, music, art.

RECTORY SCHOOL, HAMDEN, CONN., FOR boys; $325, $375; home influences; thorough school system; extensive grounds, gymnasium, boathouse. Address Rev. H. L. Everest, M. A.

THE LAWRENCE SCHOOL FOR BOYS AND Girls.—A limited number of boys taken in the master's home. HERBERT D. PETTIT, M. A., Master. Lawrence, L. I.

MORRISTOWN, N. J.—St. Hilda's School for Girls. Fourteenth year begins Sept. 25. Terms, $300; primary, $250. Circulars on application.

BOARDING SCHOOL FOR 15 BOYS, PLEASantly situated on Shrewsbury River, Red Bank, N. J. O. W. STARR, A. M., Principal.

$155 YEARLY BOARD, TUITION; Seminary, girls; Military College, boys, young men. Address EPISCOPAL SCHOOLS, Haddonfield, N.J.

RYE SEMINARY, RYE, NEW-YORK.—For particulars address Mrs. S. J. LIFE.

NEW-YORK MILITARY ACADEMY. Col. C. J. WRIGHT, B. S., A. M., Cornwall, N. Y.

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ELMWOOD SCHOOL, DARIEN, CONN.—$150 and $200 per year. Address M. J. DAVIS.

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NEW-YORK LAW SCHOOL, 120 BROADWAY, N. Y. City.—"Dwight method" of instruction. Degree of LL. B. given after two years' course. Graduate course now added. Tuition fee, $100. For catalogues, &c., address GEORGE CHASE, Dean.

Religious Notices.

TIMES, UP TOWN OFFICE,
1,269 Broadway..........Near 32d Street
Open daily, Sundays included, from 5 A. M. to 9 P. M.

AT BROOKLYN TABERNACLE.—Opening exercises Sabbath after next, Sept. 10, Rev. T. De Witt Talmage, D. D., will preach 10:30 A. M. and 7:30 P. M. Sabbath school, 2:45 P. M.

AT SOUTH REFORMED CHURCH, MADIson Av., Corner 38th St.—Rev. Roderick Terry, D. D., pastor, will preach Sunday at 11 o'clock A. M.

BRICK PRESBYTERIAN CHURCH AND West Presbyterian Church.—These churches hold a united service during the Summer. On Sunday, Sept. 3, service will be held in the West Presbyterian Church at 11 A. M.

COLLEGIATE REFORMED CHURCHES OF New-York.

COLLEGIATE CHURCH, West End Av. and 77th St.—Rev. Christopher G. Hazard will preach at 11 A. M. and 4:30 P. M.

COLLEGIATE CHURCH, 48th St. and 5th Av.—Rev. John A. Ingham will preach at 11 A. M. No afternoon service.

COLLEGIATE CHURCH, 29th St. and 5th Av.—Rev. Palmer S. Hulbert will preach at 11 A. M., topic, "A Wrestling of the Olden Time," and 8 P. M., "The Mission of the Lord and His Church." Public normal class for the study of the Sunday school lesson (this) Saturday at 8 P. M., Rev. P. S. Hulbert, conductor.

COLLEGIATE CHURCH, 2d Av. and 7th St.—Rev. Edgar Tilton, Jr., will preach at 11 A. M. and 8 P. M.

COLLEGIATE REFORMED CHURCH, HARLEM.

FIRST CHURCH, 121ST ST., NEAR 3D AV.—Rev. J. Elmendorf, D. D., pastor, preaches at 11 and 7:45. Sunday school at 9:30.

SECOND CHURCH, 123D ST. AND LENOX Av.—Rev. William Justin Harsha, D. D., pastor, preaches at 10:30 and 7:45. Evening topic, "What is Life."

CALVARY CHURCH, 4TH AV. AND 21ST ST., Rev. Henry Y. Satterlee, D. D., Rector.—Services Sept. 3: Holy communion 8 A. M.; morning services and sermon, with holy communion, 11 o'clock; evening prayer, 5 o'clock; choral service, with sermon, 8 P. M. All cordially invited.

CENTRAL METHODIST EPISCOPAL Church, 7th Av., near 14th St.—Preaching and administering the communion by the pastor, Rev. G. H. Gregory, D. D. Sunday school, 9:45 A. M. No evening service. All are cordially invited.

CHURCH OF THE INCARNATION, MADISON Av., 35th St., Rev. Arthur Brooks, D. D., Rector.—Service, sermon, and holy communion at 11 A. M.; afternoon service, 4 P. M. The rector will officiate. Strangers cordially invited.

CATHEDRAL OF ST. JOHN THE DIVINE, Morningside Park and 110th St.—Divine service in the temporary chapel on Sunday A. M., Sept. 3, at 9:30, and on every Sunday at the same hour.

FIRST PRESBYTERIAN CHURCH, 5TH AV. and 12th St., Rev. Howard Duffield, D. D., Pastor.—Services 11 A. M. and 4 P. M.; Rev. Wm. H. Roberts, D. D., LL. D., Stated Clerk of General Assembly, will preach. Sunday school, 9:30 A. M. Wednesday evening prayer meeting, 8 o'clock.

FIFTH AVENUE PRESBYTERIAN CHURCH, Corner 55th St., Rev. John Hall, D. D., Pastor.—The Rev. George F. Pentecost, D. D., pastor of Marylebone Presbyterian Church, London, is expected to officiate Sunday, 3d, at 11 A. M. and 4 P. M.

FIVE POINTS HOUSE OF INDUSTRY, 155 Worth St., William F. Barnard, Superintendent.—Service of song every Sunday at 3:30 P. M. The service is almost wholly by the children of the institution. Public invited.

FIRST REFORMED EPISCOPAL CHURCH, Madison Av., Corner 55th St.—Services at 11 A. M. and 7:45 P. M. The pastor, Rev. W. T. Sabine, D. D., will preach. Sunday school, 9:30 A. M.

FIRST BAPTIST CHURCH, BOULEVARD and West 79th St., Rev. I. M. Haldeman, Pastor.—Preaching at 11 A. M. and 7:45 P. M. Prayer meeting on Friday evening at 7:45.

FOURTH PRESBYTERIAN CHURCH, 34TH St., West of Broadway; Rev. Dr. Kerr, Pastor.—Preaching 11 A. M. by the Rev. Dr. H. L. Singleton. The public cordially invited.

FOURTH AVENUE PRESBYTERIAN Church, corner 22d St.—The pastor, Rev. John R. Davies, D. D., will preach to-morrow at 11 A. M. Wednesday evening prayer meeting at 8.

MADISON AVENUE PRESBYTERIAN Church, (at 53d St.,) Rev. Charles L. Thompson, D. D., Pastor; Rev. Charles F. Goss, Assistant.—Mr. Goss will preach at 11 A. M., subject—"Contentment and Discontentment"; at 8 P. M., subject—"A Single Misstep." Seats free.

MADISON AVENUE METHODIST EPISCOpal Church, corner 60th St., Rev. Ensign McChesney, D. D., Pastor.—Preaching at 11 A. M. by the Rev. A. B. Sanford, D. D., assistant editor "Methodist Review." No evening service.

MEMORIAL BAPTIST CHURCH, WASHINGton Square South.—The pastor, Edward Judson, will preach Sunday at 11 A. M. and 7:30 P. M. Seats free. Strangers welcome.

ST. ANDREW'S METHODIST EPISCOPAL Church, 76th St., near Columbus Av., will resume its regular services to-morrow. Rev. Geo. W. Miller, D. D., the pastor, will preach at 11 A. M. on "The World's Greatest Need," and at 7:45 P. M. on "The Reason for Faith."

ST. IGNATIUS'S CHURCH, 56 WEST 40TH ST.—Low mass, 7, 7:45, 8:30; solemn mass, (Mozart's 7th,) 11 A. M.; vespers and adoration, 4:30; sermon, 8 P. M. Fr. Ritchie will preach in the evening; subject—"A Prayer from the End of the Earth."

ST. GEORGE'S CHURCH, STUYVESANT Square, 16th St., just East of 3d Av.—Services at 11 A. M. and 8 P. M. Rev. William Kirkus, D. D., will preach in the morning.

THIRTEENTH STREET PRESBYTERIAN Church, between 6th and 7th Avs.—The pastor, Rev. Walter Duncan Buchanan, will preach at 10:30 A. M. and 7:45 P. M. Strangers cordially welcomed.

UNIVERSITY PLACE PRESBYTERIAN Church, Corner of 10th St., Rev. George Alexander, D. D., Pastor.—This church will reopen for public worship Sunday, Sept. 10, when the pastor is expected to preach.

WEST PRESBYTERIAN CHURCH, 42D ST., between 5th and 6th Avs., Rev. John R. Paxton, D. D., Pastor.—Rev. Thomas B. McLeod, D. D., will preach to-morrow at 11 A. M. The congregations of the Brick and West Churches will unite in this service.

Miscellaneous.

ASTHMA and Catarrh cured by the Espic's Cigarettes OR POWDER. Oppression, Suffocating, Coughs, Colds, Neuralgia, &c.—Paris: J. ESPIC, 20 Rue St. Lazare.—New-York: FOUGERA, MILHAU. Sold by all Chemists of America.

Excursions.

Long Island Railroad's
GREAT EXCURSION ROUTES TO THE SEA.

Manhattan Beach.
TRAINS LEAVE FOOT EAST 34TH ST.
6:20, 7:20, 8:40, 10, 11 A. M., 12:30, 1:30, 2:40, 3:40, 4:40, 5:40, and half hourly thereafter from 6 to 9:30 P. M., and at 11 P. M. Additional trains on Saturdays, 2, 3, 4, 5 P. M. On Race Days Coney Island Jockey Club, 12, 1, 2, 3, 4, 5 P. M. Parlor cars special 1 P. M. Sundays, 8:40, 10:10, 11:10 A. M., 12:10, 1:10, 1:40, 2:10, 2:40, 3:10, 3:40, 4:10, 4:40, 5:00, 5:40, 6:00, 6:40, 7:00, 7:40, 8:00, 8:40, 9:00, 9:40, 10:00 P. M.
WHITEHALL ST., termini of all elevated roads and street-car lines, hourly from 7:10 A. M. to 1:10 P. M., and half hourly from 1:40 to 8:40 and 9:10 P. M. Additional trains on Saturdays, 12:40 P. M. On Race Days C. I. J. C., 11:40 A. M., 12:40 P. M. Sundays, 8:10, 9:10, 10:10, 11:10 A. M., 12:10, 1:10, 1:50, 2:30, 3:10, 3:50, 4:30, 5:10, 5:50, 6:30, 7:10, 7:50, 8:30, 9:10 P. M. Parlor cars on all principal trains. Tickets on sale at elevated railroad stations.
ROUND TRIP, 50 CENTS.

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Concerts every afternoon and evening.
PAIN'S
STORMING OF VICKSBURG
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MAGNIFICENT FIREWORKS
every evening except Sunday and Monday.

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FINE ROOMS. EXCELLENT CUISINE.

CONEY ISLAND,
BRIGHTON BEACH,
WEST BRIGHTON BEACH,
CONEY ISLAND POINT.
BOATS BY BAY RIDGE FERRY,
connecting with the
CULVER ROUTE,
Leave foot of Whitehall St., terminus of elevated roads, and all street-car lines.
Hourly from 7:10 to 10:10 A. M. and half hourly from 10:40 A. M. to 9:10 P. M. Last train from Coney Island 11:08 P. M. Sundays, 8:10, 9:10, 9:40, 10:10, 10:40, 11:10, 11:40 A. M., 12:10, 12:40, and every twenty minutes from 1:10 to 9:10, 9:40, 10:10, 10:40 P. M. Last train leaves Coney Island at 11:18 P. M. Tickets on sale at elevated rail road stations.
ROUND TRIP, 40 CENTS.

ROCKAWAY BEACH
AND JAMAICA BAY.
LEAVE LONG ISLAND CITY—6:35, 9:15, 11:00 A. M., 2:05, 3:50, 4:50, 5:45, 7:00, 8:00, P. M. Sundays 7:10, 9:15, 10:15, 11:50, A. M., 1:05, 2:00, 3:05, 4:15, 6:15, 7:00, 8:35, 9:30 P. M.
ROUND TRIP, 50 CENTS.

SHELTER ISLAND, GREENPORT, SAG HARBOR, AND THE HAMPTONS.
FREQUENT AND FAST TRAINS.
See Time Tables.

THE "NEW-YORK WORLD'S FAIR." Most magnificent Summer resort in the world. Delightful sail on fast steamers. Two Grand Concerts daily. Wonderful foliage and plants. Unequaled Menagerie and Aquarium. "KLEINDEUTSCHLAND." "The Dairy." Boating, bathing, fishing, bowling, billiards. Steam Launches. Genuine Glen Island Clambake. Dinner à la carte.

GLEN ISLAND

—TIME TABLE.—
FROM PIER 18, N. R., foot of Cortlandt St., 8:45, 9:45, 10:45, A. M., 12:00 M., 1:30, 2:30, 3:30 P. M. FROM 32D ST., E. R., 9:30, 10:30, 11:30, A. M., 12:45, 2:15, 3:15, 4:15 P. M. BROOKLYN, SOUTH 5TH ST., 9:05, 10:05, 11:05 A. M., 12:20, 1:50, 2:50, 3:50 P. M. FROM GLEN ISLAND, 10:45 A. M. for Pier 18 and 32d St.; 11:45, 12:45 for Pier 18 only. ALL LANDINGS, 3:30, 5:00, 6:00, and 7:00 P. M.
40c.——EXCURSION TICKETS——40c.
EXTRA BOATS ON SUNDAYS.

IRON STEAMBOAT COMPANY.
THE ONLY ALL-WATER ROUTE TO
CONEY ISLAND,
STEAMERS LANDING AT THE OCEAN PIERS.
TO-DAY'S TIME TABLE.
FROM WEST 22D ST., N. R., 9:00, 9:45, 10:30, 11:15 A. M., 12:00 M., 12:45, 1:30, 2:15, 3:00, 3:45, 4:30, 5:15, 6:00, 6:45, 7:30, 8:15, 9:00 P. M.
FROM PIER (NEW) NO. 1 N. R., 9:30, 10:15, 11:00, 11:45 A. M., 12:30, 1:15, 2:00, 2:45, 3:30, 4:15, 5:00, 5:45, 6:30, 7:15, 8:00, 8:45, 9:30 P. M.
RETURNING, LEAVE CONEY ISLAND, 10:40, 11:25 A. M., 12:10, 12:55, 1:40, 2:25, 3:10, 3:55, 4:40, 5:25, 6:10, 6:55, 7:40, 8:25, 9:10, 9:55, 10:40 P. M. Excursion tickets, 50 cents. Tickets on sale at all down-track stations of the elevated railroads. East side passengers carried free from Whitehall St. to Battery Place and vice versa. Returning passengers require no tickets from Battery Place to Whitehall St.

LABOR DAY,
Monday, Sept. 4.
SHOHOLA GLEN.
$1.00. ROUND TRIP. $1.00.
Leave Chambers St. 9:15 A. M., West 23d St. 9:10 A. M., Jersey City 9:30 A. M. Five hours at the Glen, home by 8:30 P. M.
GREENWOOD LAKE GLENS.
75C. ROUND TRIP. 75C.
Leave Chambers St. 9:45 A. M., West 23d St. 9:40 A. M., Jersey City 10 A. M. Six hours at the Glens, home by 8 P. M.

ERIE LINES.
—EVERY SUNDAY.—
SHOHOLA GLEN,
107 miles from New-York, on the banks of the beautiful Delaware River, 1,000 feet above the sea.
$1.00 Round Trip. $1.00
First express train leaves Chambers St. 9.00 A. M.
Second express at 9:30 A. M.
Five minutes earlier from West 23d St.
Six hours at the Glens. Home by 9.00 P. M.
Greenwood Lake Glens.
75c. Round Trip 75c.
Special express train leaves Chambers St. 9:45 A. M., West 23d St., 9:25 A. M. Six to eight hours at the Glens. Choice of two express trains returning, making but one stop. Home by 7:00 or 9:00 P. M.

West Point, Newburgh and Poughkeepsie
Daily except Sundays by Day Line Steamers
NEW-YORK AND ALBANY.
From Brooklyn, Fulton St. (by Annex)...8:00 A. M.
" New-York, Desbrosses St. Pier......8:40 "
" New-York, West 22d St. Pier.........9:00 "
Returning, due in New-York at 5:30 P. M.
MORNING and AFTERNOON CONCERTS.

LABOR DAY.
LONG BRANCH BOATS.
Leave Jane St. (5 blocks below 14th St.)
9, 9:45, and 10 A. M.
Leave Battery Pier (near Barge Office)
9:20, 10:05, and 10:20 A. M.,
For Highland Beach, Seabright, Pleasure Bay, and Long Branch.
EXCURSION TICKETS, 50 CENTS.

SATURDAY AFTERNOON EXCURSION TO WEST POINT.
Steamer MARY POWELL, leaving Desbrosses St. at 1:45 P. M., West 22d St. at 2 P. M. Arriving at West Point at 4:30 P. M. Returning on any of the West Shore Railroad trains. Passengers will have ample time to see Dress Parade, Government Buildings, &c. Fare for round trip, ONE DOLLAR.

Apartments To Let—Unfurnished.

"SANTA MARGHERITA,"
MADISON AV., NORTHEAST COR. 84TH ST.
Desirable suites, eight rooms and bath; immediate possession; superior arrangement and appointments; elevator; steam heat, kitchen fuel, ice, &c., furnished; rentals, $1,400 upward. Inspection and comparison invited. Apply on premises.

THE "LENOX HILL," MADISON AV. AND 77th St.—Apartments to let in this elegant house.

City Flats To Let—Unfurnished.

APARTMENT TO RENT IN THE FIRE-PROOF BUILDING, 80 MADISON AV., corner 28th St.

TIMES, UP TOWN OFFICE,
1,269 Broadway..........Near 32d Street
Open daily, Sundays included, from 5 A. M. to 9 P. M.

Boarders Wanted.

18TH ST., 43 WEST.—Very large parlor floor suitable for business; also other rooms; private bath.

36 WEST 27TH ST.—Handsome rooms, with excellent board; convenient to elevated road and surface cars; references.

50TH ST., 61 WEST.—Second floor; large rooms; also third floor back, with board; references.

75TH ST., 119 WEST.—Elegantly-furnished second-floor and other rooms; private baths; superior table; references.

Unfurnished Rooms.

HOTEL BERESFORD,
CENTRAL PARK WEST, 81ST TO 82D ST., FRONTING BOTH CENTRAL PARK AND MANHATTAN SQUARE; FINEST LOCATION IN THE CITY. A FEW SUITES OF TWO TO SIX ROOMS AND BATH. EVERY ROOM OUTSIDE, IN THE NEW FIRE-PROOF TEN-STORY ADDITION, TO RENT UNFURNISHED FROM SEPT. 1. DINING ROOM ON THE NINTH FLOOR.

Hotels.

HOTEL VENDOME
American and European Plan.
This house is fireproof and absolutely safe.
Parlors en suite, with porcelain baths.
SINGLE ROOMS WITH OR WITHOUT BATH.
DINING ROOMS ON TOP FLOOR.
BROADWAY AND 41ST ST., NEW-YORK.

HOTEL WELLINGTON,
Madison Av. and 42d St.,
NEW-YORK.
One block from Grand Central Depot.
A family hotel of the best class, with special rates to permanent guests. Rooms $1 per day and upward. American and European plan.
GEORGE MURRAY.

THE DUNMORE,
230 West Forty-second Street.
EUROPEAN PLAN.
Furnished Suites, consisting of Parlor, Bedroom, and Bath. Restaurant and Café.
WILLIAM H. VALIQUETTE, Prop.

UNION SQUARE HOTEL.
J. H. FIFE, Manager.
European plan. Rooms $1 per day and upward.
Special rates during the Summer months and to permanent guests.
Union Square and 15th St., New-York.

HOTEL RENAISSANCE,
43D ST., WEST OF 5TH AV.
STRICTLY FIRE-PROOF.
Several apartments for rent.

THE SORRENTO,
14 AND 16 EAST 53D ST.
Apartments, furnished and unfurnished. Steam heat, elevator, and restaurant.

37, 38, AND 39 GRAMERCY PARK.
Desirable rooms, with or without board; transients accommodated; references exchanged.

Legal Notices.

COURT OF COMMON PLEAS FOR THE CITY and County of New-York.—STEFFEN DIECKMANN, Plaintiff, against LORENZ WEIHER, John J. Gorman, Sheriff of the City and County of New-York, Jacob L. Toch, Grant L. Nichols, John H. Shipway, The General Electric Company, Enoch Rutzler, Paul G. Decker, The Bradley and Currier Company, Limited; Henry Turno, Thomas B. Knitin, George M. Tooker, James Thompson, Edward Ostrander, Joseph Lang, John J. Naughton, William E. Utter, Defendants.—Summons.—Action No. 1.

To the above-named defendants: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorneys within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer judgment will be taken against you by default for the relief demanded in the complaint.—Dated July 11th, 1893.
THOMPSON & KOSS, Plaintiff's Attorneys.
Office and Post Office address, No. 140 Nassau St., New-York.

To the defendant Lorenz Weiher: The foregoing summons is served upon you by publication, pursuant to an order of Hon. Leonard A. Giegerich, one of the Judges of the Court of Common Pleas for the City and County of New-York, dated the 11th day of August, 1893, and filed with the complaint in the office of the Clerk of the Court of Common Pleas for the City and County of New-York, at the County Court House in the City of New-York.
THOMPSON & KOSS, Plaintiff's Attorneys.
Office and Post Office address, 140 Nassau St., New-York City. au12-law6wS

COURT OF COMMON PLEAS FOR THE CITY and County of New-York.—STEFFEN DIECKMANN, Plaintiff, against LORENZ WEIHER, John J. Gorman, Sheriff of the City and County of New-York; Jacob L. Toch, Grant L. Nichols, John H. Shipway, The General Electric Company, Enoch Rutzler, Paul G. Decker, The Bradley and Currier Company, Limited; Henry Turno, Thomas B. Knitfin, George M. Tooker, Collin H. Woodward, Charles Jamison, Matthew Pieris, Annie Morgan, George Harper, Morgan N. Goodman, James Shaw, defendants.—Summons.—Action No. 2.

To the above-named defendants: You are hereby summoned to answer the complaint in this action and to serve a copy of your answer on the plaintiff's attorneys within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer judgment will be taken against you by default for the relief demanded in the complaint.—Dated July 11th, 1893.
THOMPSON & KOSS, Plaintiff's Attorneys.
Office and Post Office address, No. 140 Nassau Street, New-York.

To the defendant Lorenz Weiher: The foregoing summons is served upon you by publication pursuant to an order of Hon. Leonard A. Giegerich, one of the Judges of the Court of Common Pleas for the City and County of New York, dated the 11th day of August, 1893, and filed with the complaint in the office of the Clerk of the Court of Common Pleas for the City and County of New-York, at the County Court House in the City of New-York.
THOMPSON & KOSS, Plaintiff's Attorneys.
Office and Post Office address, 140 Nassau Street, New-York City. au12-law6wS.

SUPREME COURT OF NEW-YORK, CITY and County of New-York.—HENRY N. MYERS against JAMES LEECH, William Leech, and Alfred Leech.—Summons.

To the above-named defendants, and each of them: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorneys, within twenty days after the service of this summons, exclusive of the day of service; and in case of your failure to appear, or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated New-York, July 22d, 1893.
HORWITZ & HERSHFIELD, Plaintiff's Attorneys.
Office and Post Office Address, No. 277 Broadway, New-York City.

To James Leech, William Leech, and Alfred Leech, the above-named defendants, and to each of them: The foregoing summons is served upon you by publication, pursuant to an order of the Honorable Charles H. Van Brunt, a Justice of the Supreme Court of the State of New-York, dated the 17th day of August, 1893, and on that day filed with the complaint in this action in the office of the Clerk of the City and County of New-York, at the County Court House, in the City and County of New-York, State of New-York.—Dated New-York City, August 18th, 1893.
HORWITZ & HERSHFIELD, Plaintiff's Attorneys,
Office and Post Office Address, No. 277 Broadway, New-York City, New-York. au19-law6wS

SUPREME COURT.—CITY AND COUNTY of New-York.—JOHN T. MURPHY against THE BANK OF NEW-ENGLAND.—Summons No. 2.

To the above-named defendant: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorney within twenty days after the service of this summons, exclusive of the day of service; and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated New-York, July 1st, 1893. CHAS. DE HART BROWER, Plaintiff's Attorney.
Office and Post Office address, No. 10 Wall Street, New-York City, N. Y.

To the above-named defendant, the Bank of New-England: The foregoing summons is served upon you by publication, pursuant to an order of Hon. Morgan J. O'Brien, a Justice of the Supreme Court of the State of New-York, dated the 28th day of July, 1893, and filed with a copy of the complaint in the office of the Clerk of the City and County of New-York, at the County Court House in said City, County, and State.—Dated New-York, July 29th, 1893.
CHAS. DE HART BROWER, Plaintiff's Attorney,
jy29-law6wS 10 Wall Street, New-York.

Surrogate Notices.

IN PURSUANCE OF AN ORDER OF HON. Frank T. Fitzgerald, Surrogate of the City and County of New-York, notice is hereby given to all persons having claims against Jean B. Reid, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, at the office of Marian W. Fogg, No. 26 Fulton Street, in the City of New-York, on or before the first day of December next.—Dated New-York, the 25th day of May, 1893.
MARIAN W. FOGG, MARY E. VAN WIE, Executrices.
ASM. I. ELKUS, Attorney for Executrices, 31 Nassau Street, New York City. my27-law6mS

IN PURSUANCE OF AN ORDER OF HON. Rastus S. Ransom, Surrogate of the City and County of New-York, notice is hereby given to all persons having claims against Gardiner Thompson, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Emmet & Robinson, No. 52 Wall Street, in the City of New-York, on or before the thirtieth day of December next.—Dated New-York, the 23d day of June, 1893.
CHARLES G. THOMPSON,
Administrator, &c., of Gardiner Thompson, dec'd.
je24-law6mS

IN PURSUANCE OF AN ORDER OF HON. Rastus S. Ransom, Surrogate of the City and County of New-York, notice is hereby given to all persons having claims against Sarah Helen Green, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, No. 160 Broadway, in the City of New-York, on or before the 30th day of December, 1893. Dated New-York, the 30th day of June, 1893. GEORGE G. FRELINGHUYSEN, FREDERICK FRELINGHUYSEN, Executors. jy1-law6mS

Amusements.

Manhattan Beach.
—PAIN'S—
15th Annual Carnival of Fire
TO-DAY.
The Greatest Fireworks Display
EVER GIVEN IN THE UNITED STATES.
THE WORLD'S FAIR NOVELTY.
THE STAR-SPANGLED BANNER
will be unfurled
ONE MILE HIGH.
50 SET PIECES,
Including International Yacht Race, King of Siam's Palace, Transformation Devices, Roses to Beauty, Revolving Columns, Niagara Falls, 750 feet long, &c., &c.
THOUSANDS OF AERIAL NOVELTIES.
Hundreds of Bombs,
Ten Thousand Rockets,
Search Lights,
Hanging Gardens,
Daylight Fireworks,
Ocean Ablaze. Fairyland.
STORMING OF VICKSBURG.
Increased cast, 100 Jubilee Singers. The Black Nightingale, assisted by the Nashville Students, will sing "Way Down upon the Suwanee River." Hosts of other attractions.
All the novelties now given by PAIN'S FIREWORKS CO. at the WORLD'S FAIR, Chicago, will be duplicated to-night.
DON'T MISS THE FLAG.
400 feet long, 100 feet wide, 1 mile high.
The Chicago "Tribune," in an editorial, calls it the greatest achievement of the age.

SATURDAY, SUNDAY, AND MONDAY.
FAREWELL OF SOUSA'S BAND.
Grand Operatic Festival.
The Unrivaled Band.
MME. ROSA LINDE, Contralto.
SIGNOR FERNANDO MICHELENA, Tenor
SIGNOR MARISCHALCHI, Baritone,
AND
MME. MARIE TAVARY,
Prima Donna Assoluta,
all appearing in
THE BOHEMIAN GIRL,
IL TROVATORE,
FAUST,
AND
CAVALLERIA RUSTICANA.

BROADWAY THEATRE. Matinée at 2.
HOPPER | PANJANDRUM.
MONDAY, REAPPEARANCE OF
DELLA FOX.
Commencing Monday,
LOIE FULLER,
LA LOIE,
in HER CREATIONS
in conjunction with the performance of Panjandrum.

5TH AV. THEATRE. B'way and 28th St.
H. C. MINER..........Prop. and Mgr.
Opening MONDAY, Sept. 4.
MR. NAT C.
GOODWIN,
"IN MIZZOURA."
By Augustus Thomas, Esq., Author of "Alabama."
SEATS NOW ON SALE.

ELDORADO. Daily at 4 P. M. Nightly at 8:30
Grand open-air Circus and Vaudeville Show.
La Petite Freddie, the mighty Arabs,
Prince Leo, the King of Wire Walkers.
Enticing open-air concerts. Balloon ascensions.
Admission to all, only 25c. West 42d St., West 14th St., Christopher, and Barclay St. Ferries.
All August tickets good now. Extra matinée Monday, Labor Day. Special attractions.

ACADEMY OF MUSIC. 14th St. & Irving Pl.
Eugene Tompkins's Grand New
BLACK CROOK.
Matinées To-day and Wed. at 2. Evenings at 8.
EXTRA MATINEE LABOR DAY.

HARLEM OPERA HOUSE.
COMMENCING MONDAY, MAT. SEPT. 4.
CHAUNCEY OLCOTT. MAVOURNEEN.
BOX OFFICE NOW OPEN.

GRAND OPERA HOUSE. 23d St. and 8th Av.
EVENINGS at 8. MAT. TO-DAY and WED. at 2.
THE SILVER KING.
Next week—THE WHITE SQUADRON.
EXTRA MATINEE LABOR DAY.

RUSSELL'S COMEDIANS
IN THE
WORLD'S FAIR CITY DIRECTORY
will open the season at the
BIJOU THEATRE,
TO-NIGHT (Saturday) AT 8:30.

DALY'S THEATRE. Broadway and 30th St.
To-night at 8:30. Matinée TO-DAY at 2:30.
EDWIN CLEARY'S FRENCH CO., in the Great "MUSICAL PLAY WITHOUT WORDS,"
L'ENFANT PRODIGUE.

KOSTER & BIAL'S, 34TH ST. WEST OF BROADWAY.
GRAND MATINEE TO-DAY.
VAUDEVILLE AND BALLET.

AMERICAN THEATRE. SAT. MATINEE.
THE PRODIGAL DAUGHTER.
ROOF GARDEN OPEN. Admission to both, **50c.**

HOYT'S MADISON SQUARE THEATRE.
Evenings at 8:30. Saturday matinée at 2.
THE NEW SOUTH.
EXTRA MATINEE LABOR DAY.

14TH ST. THEATRE. Near 6th Av.
Every Evening. Wed. and Sat. Matinée.
W. H. POWER'S ELABORATE PRODUCTION
J. K. Murray, Clara Lane. **GLEN-DA-LOUGH.**

MADISON SQUARE GARDEN.
TOWER AND ROOF GARDEN.
CONTINUOUS ENTERTAINMENT NIGHTLY.
Sensational Dances. Admission, 50 cents.

NIBLO'S. Commencing Tuesday, Sept. 5.
THE LILIPUTIANS.
A TRIP TO MARS.
THE FLYING HEADS.
Mat. Wed. & Sat. Box Office now open.

PALMER'S THEATRE. Ev. 8:15. Mat. To-day.
RICE'S | Surprise Party. Renewing its Enormous Success. Crowded with novelties. Labor Day Matinée. | 1492

HARRIGAN'S THEATRE. M. W. Hanley, Mgr.
Extra matinée Labor Day.
DAN'S TRIBULATIONS,
By Mr. EDWARD HARRIGAN.
WEDNESDAY—MATINEES—SATURDAY.

EMPIRE THEATRE. Broadway and 40th St.
Another Great Success,
LIBERTY HALL.
Evenings at 8:15. Regular matinée Saturday.

LYCEUM THEATRE. 4th Av. and 23d St.
Last night, 8:15. Matinee to-day 2.
F. H. SOTHERN. | — | CAPT.
E. H. SOTHERN. | — | LETTARBLAIR.
*,*Next Tuesday, SHERIDAN.

STAR THEATRE. Eve. 8:15. Mats. Wed. & Sat. 2
LOTTIE COLLINS.
"Naughty Substitute" and "Marguerite."
BIGGER HIT THAN TA-RA-RA.

CASINO. Broadway and 39th St.
ROOF GARDEN.
Entertainment Continuous—8 to 12 o'clock. Nightly and Sunday. Admission, 50 cents.

EDEN MUSEE. WORLD IN WAX.
AT 2:30 P. M. AND 8 P. M.
GRAND VAUDEVILLE PERFORMANCE.

GARDEN THEATRE. Matinée Saturday.
LOIE FULLER AND HER COMPANY.
Next week Frohman's Comedians, "The Other Man."

IMPERIAL MUSIC HALL. B'way & 29th St.
Best Variety Bill in America.
30 AMERICAN AND EUROPEAN STARS 30
MATS. MON., THURS., AND SAT.

NATIONAL ACADEMY OF DESIGN. | $1,000,000 spent on Art Objects now exhibited from 9 A. M. to 6 P. M., 23d St. and 4th Av.

BASEBALL. POLO GROUNDS TO-DAY.
Grand League Championship Game.
LOUISVILLE VS. NEW-YORK.
Game 4 P. M. Admission, 50c. and 25c.

The Turf.

CONEY ISLAND JOCKEY CLUB.
TO-DAY, SEPT. 2,
THE DASH STAKES
AND THE OMNIUM HANDICAP.
MONDAY, SEPT. 4, (Labor Day,)
THE AUTUMN STAKES, THE LABOR STAKES, AND THE WOODCOCK STAKES.
Trains from East 34th St. Ferry and boats from foot of Whitehall St. every half hour. Badges sold at railroad ticket offices and at track.

AFRAID TO COME TO A VOTE

SILVER MEN IN THE SENATE RESORT TO DILATORY TACTICS.

In the Way of Every Proposition that Tends to Advance the Repeal Bill—Mr. Voorhees Likely to Force Them to Show Their Weakness on a Test Question—Mr. Cockrell a Leading Obstructionist—Free-Coinage Speech by Senator Vance—Entertaining but Unimportant.

WASHINGTON, Sept. 1.—Free coinage found an active supporter in the Senate to-day in the person of Mr. Cockrell of Missouri, who managed to get in the way of every proposition made by Mr. Voorhees to advance the Repeal bill or to reach an understanding by which an early vote upon repeal could be had.

Mr. Voorhees, who is in the fight to make it lively, was up with his promise to the Senate, for when the talking flagged he at once moved that a vote be taken on the bill. Mr. Teller, of course, objected, and later on Mr. Peffer and Mr. Cockrell managed to use up a great deal of time in party discussion, which promises to cut much more of a feature in the Senate than was discovered in the House.

It is already beginning to be said that the House discussion of the Repeal bill was more edifying, more interesting, and more orderly and businesslike than the talk in the Senate.

There is a slight misunderstanding of the order of business in the Senate which will have to be straightened out, as the Repeal bill is now likely to be displaced every day by the Bank bill, which Mr. Voorhees supposed had been laid aside.

The silver side does not propose to let public sentiment run the Senate if it can be disregarded. The Senate is disposed to be above any mere "sentiment," and that feeling is strong on the silver side just now.

Mr. Voorhees will keep on from day to day seeking a vote on repeal.

It is possible that he will give the opponents of repeal a chance to parade by asking a vote on some indirect proposition in the event of a refusal to try the issue directly, and in that way the people who are trying to find out who are the men obstructing the passage of the law may discover where to put the blame for disregard of a great public demand.

There is now a majority in the Senate that will vote for the Voorhees substitute as soon as it has come to a vote. If the Wilson bill could be voted for there is doubt that it would be quite as acceptable to the repealers, but the offer of the Wilson bill furnishes the opponents of any repeal legislation with one more opportunity to obstruct action.

The silver men dare not abide by the test of a vote. They simply fall back upon the opportunity that the rules of the Senate afford them and consume time.

Their very aversion to a test is proof of weakness.

Senator Vance was heard to-day in a speech for free coinage. The Senator has lost some of his old-time fire; his voice has palpably failed, and, while he pleases with his usual flow of Scriptural and unscriptural illustrations, his force has suffered some impairment. There was nothing new in his argument, and for that matter the same may be said of all the arguments based upon calculations of the amount of gold and silver in the world and the repetition of the talk about the inadequacy of the gold supply to do the business of the world.

Upon the opening of the Senate's session many petitions for the repeal of the Sherman act were presented by Senators. One was presented by Mr. Cameron (Rep., Penn.,) and another by Mr. Harris, (Dem., Tenn.)

Mr. Teller (Rep., Col.,) offered a resolution directing the Secretary of the Treasury to furnish the Senate with a statement giving the aggregate amount of silver bullion purchased under the act of 1890 during the month of August, 1893, with the cost thereof, the amount, date, and price of each purchase, with the amount of silver bullion offered for sale in August, and the amount and price of each offer.

Mr. Voorhees (Dem., Ind.,) said that he knew of no objection to the resolution, but his colleague, Mr. Turpie, said that he would like to have an additional inquiry inserted in the resolution—that was, the question, "How paid for?" There was no objection on the part of Mr. Teller, and so the resolution was amended to meet Mr. Turpie's wish and was then agreed to.

Mr. Voorhees remarked that the House bill to repeal part of the act of July 14, 1890, (the Silver Repeal bill,) had been yesterday made the "unfinished business," and that it would in the regular course be placed before the Senate at 2 o'clock. But, as the Senator from North Carolina (Mr. Vance) wished to address the Senate now, he (Mr. Voorhees) would move to take up the repeal bill in order to accommodate that Senator. He did not understand that such action would interfere with the bill being the regular order of business at and after 2 o'clock. He asked the Vice President whether he was correct in that understanding, and the Vice-President said that he was.

Thereupon the House bill was taken up, and Mr. Vance, (Dem., N. C.,) one of the minority members of the Finance Committee, addressed the Senate in opposition to the bill.

Senator Vance's Speech.

Mr. Vance began his speech with the statement that the great law of supply and demand operated in regard to money just as it did to everything else; when money was abundant, prices were high; when it was scarce, the prices of all products were low. Therefore, he that increased the abundance of money benefited production and enhanced prices and wages, and he that contracted or diminished the amount of this money depreciated everything that was for sale, including wages, though by reason of combinations and defensive measures in many parts of the world wages were affected less than products.

The effect upon the condition of mankind which would follow the destruction of one-half the currency of the world—amounting in the aggregate to $7,500,000,000—it would be impossible accurately to describe. Still, this process of destruction had been going on quietly since 1872, and its result was seen in prices lower in many things than had ever been known in the memory of man.

Mr. Vance then began a discussion of the history of the demonetization of silver, taking as his starting point the action of Great Britain as early as 1816, which he said was necessary to enable her to pay in gold her great debts to the Rothschilds. He then touched upon the adoption by Germany of the gold standard after the Franco-Prussian war and its effect upon the Latin Union, and said that about the same time the United States ceased coining, by a fraud in legislation, when silver, which at that moment was at a premium over gold, began to decline and has continued to decline ever since. In 1878 the indignation of the people forced its remonetization, and under the operations of the Bland-Allison act coinage was resumed with a certain amount of discretion placed in the hands of the Secretary of the Treasury, a discretion that was used, as it always had been, against the coinage of silver. Still it stayed the downward course of silver and the people received it gladly.

If coinage should stop here, silver would cease to live throughout the commercial nations of the earth. The repeal of the Sherman law without any substitute meant the end of silver money for this generation unless a revolution of the people should restore it, as it did after the fraudulent demonetization of 1873.

Let no man doubt that this movement for the repeal of the Sherman act was the result of a conspiracy among the money holders of the world. Our own Secretary of the Treasury had said so. It had been repeatedly announced in the British House of Commons and nowhere denied that the intent of this combination was to increase the value of the gold in the hands of those who held it, and increase the value of all securities by making them payable in gold. The method of the attack was by the creation of a panic.

Mr. Vance criticised the action of the Secretary of the Treasury in redeeming the notes issued in payment for bullion in gold, and said that any technically intelligent man would construe that law to mean that the discretion was to be used in favor of silver when the condition of the Treasury required it.

Most of the gold shipped abroad, he said, was obtained from these notes, although any other obligation of the Government was payable in the same coin. The object of the conspirators was, however, to show that the departure of gold was attributable to the Sherman law, and for that purpose they chose to redeem those notes. Some foreigners believed the cry that we intended to go to a silver basis and sent back some of our securities, and the clamor that began in a false pretense ended in a howl of real terror.

Mr. Vance then referred to the inflow of gold, but said the bankers of New-York, intent on keeping up the cry, contracted their currency, refused to loan money, and enforced stagnation in all branches of business. Never was there a more senseless clamor or more criminal disturbance of public confidence. If the Sherman law sent out gold it surely brought it back. If not, what made it return? The fact that in the midst of this clamor our resources were so great as to be able to check the outflow of gold and to turn the tide in our direction ought to restore confidence to every man whose confidence was worth securing.

The discussion of this question, Mr. Vance said, was narrowed by the fact that all parties professed bimetallism and had declared for the use of both gold and silver in their platforms. The conditions attached to these professions of bimetallism were, Mr. Vance said, so various that it could hardly be conceived that all were acting in good faith. With all the grave pledges of their party platforms, State and National, staring them in the face, as well as their own speeches, promises, and votes in the past blowing trumpet-tongued against the deep damnation of the taking off of silver, some Senators clamored all the fiercer and all the louder that the only way to save silver is to repeal the one law on the statute books which gave it life.

In the presence of a position so defiant of logic and of fact, it was hard to speak plainly without appearing to violate those courtesies which were demanded by feelings of personal respect and regard for each other. Members of Congress declared they loved silver money, bimetallism, therefore they slew it. They wanted both metals, therefore they abolished the one. They wanted gold and silver coined on terms of equality, according to their platform, and so they stopped coining silver. They desired to maintain the parity, but cut only the coin that held the silver up and permitted it to drop out of sight.

Mr. Vance thought that these men must love silver, since they chastised it so much. He said he believed in the promises solemnly made in Chicago only fourteen months ago, and therefore he should refuse to vote for the repeal. If it were decreed that silver money was to perish and the world of the producer and the poor was to undergo the suffering and the sorrow of the road which lead to a gold standard, it should not be his fault.

With the passage of the Repeal bill the fall in silver would certainly be equal to that which followed the action of the Indian Council, if, indeed, it would not be greater, because our annual purchase of silver exceeded the coinage of India. After that repeal, silver would sink to the level of the demand created by its use in the arts and the occasional replenishing of subsidiary coin. Would not the remaining silver dollar participate in the general decline? And what would become of it in the trading world when silver strikes the bottom? Under such conditions he hardly thought that after the repeal of the Sherman law gold and silver dollars would be kept at a parity.

Referring to the Democratic platform, Mr. Vance asked if it was meant that by coining no silver we should thereby make no discrimination against either metal. Did the platform mean that we should first cut off the coinage of silver and then show no discrimination, but coin equally of both? And, after that, when the platform said that the dollar unit of all coinage of both metals must be of equal intrinsic and exchangeable value, did it mean that we must first reduce, by hostile legislation, the intrinsic value of silver so as to render a carrying out of that pledge an impossibility? And when it said that this intrinsic and interchangeable value was "to be adjusted through international agreement," did it mean that we should first increase the disparity in order to facilitate the task of getting foreign nations to agree to coin it with us at 15½ to 1; and, failing in that, when the platform went on to say, "or by such safeguards of legislation as shall insure the maintenance of the parity of the two metals in equal power of every dollar at all times in the markets and in the payment of debts," did it mean that these legislative safeguards should be applied while the silver dollar was still alive, so as to help to maintain its parity with gold, or after its coinage was stopped and its intrinsic value was reduced so that it was virtually dead.

Did it mean that it should be good in payment of the public debts or only debts among private parties and with small fry; was that a wink with a golden eye to the bondholders and a broad silver smile to common people who loved the old dollar? When the platform denounced the Sherman act as a "cowardly makeshift," did it mean a makeshift for free coinage of silver or the use of gold—a makeshift for bimetallism or monometallism? If the framers of that plank meant that, it was a cowardly makeshift for the free coinage of silver. Was not this bill for its repeal, without a line in its place, a greater coward and a worse makeshift?

If it was meant that it was a cowardly makeshift for gold monometallism, was not the language of the platform itself both a cowardly and a lying makeshift for the truth? Finally, if the language of the platform taken altogether meant only that we were to oblige the bankers, bondholders, and stock brokers, first by unconditional repeal, accompanied only by a short stump speech in the belly of the act, saying that it was our policy at some future time—the Lord knows when—to do something further—the Lord knows what—in the direction of carrying out the other promises of the platform, were not its makers and upholders of that declaration of policy and purpose open to the charge of insincerity and of so framing words as to deceive the people whose suffrages they were seeking?

If such an interpretation of the platform as was contended for here by those who would vote for repeal, and presumably by the President, had been announced during the campaign of last year, Mr. Vance said he was quite sure Mr. Cleveland would not have carried his State (North Carolina) by 50,000 votes; and he believed further that he could not have carried a single Electoral vote south of the Potomac River.

It was said, Mr. Vance remarked, that there was no abandonment of the Chicago platform in the unconditional repeal of the Sherman law, but only a postponement. He wondered if, in any of our political literature, rich as it was in ingenuity and device, full as it was of eloquence and true genius, overburdened as it was with every conceivable and inconceivable form of wildcatism and humbuggery, which a hundred years of free government had produced and wherein men of all opinions had had a chance to ventilate them, anything could be found approaching in absurdity the incorporation in this bill of a part of a Chicago platform.

Was there ever a cat trotting through the tangled thickets of the Alleghanies or roaming over the barren wilds of the Rocky Mountains so wild and untamable as this cat? Was there ever any bug discovered and classified by science with a hum equal to the hum of this bug? The Democratic Party in 1884, 1888, and again in 1892 made certain pledges to the people that they would make certain financial pledges if the people would only put them in power where they could enact laws. Last year it promised to secure the use of both gold and silver currency and maintain the parity of the two.

These promises were contained in one paragraph, and in good faith were not separable. They constituted a scheme by which the financial policy of the country was to be reformed, and honor and fair dealing required those promises to be carried out together. Democrats were put in power and Mr. Cleveland, though known to be personally hostile to the use of silver, was elected because the people believed that he would carry out in good faith the promises made for him in the platform and to which he acceded in his letter of acceptance.

In the fulfillment of these promises, the first thing done was to yield to the clamor of capitalists and anticipate the regular session of Congress for the sole purpose of stopping the coinage of silver, and nothing more. Mr. Vance conceded that the repeal programme was likely to be carried out, but asked what would be done with the remainder of the platform. The banks and stock-broking gamblers were given all they wanted under this bill, but the American people were put off with still another promise. If the promises at Chicago were not good, how would the promises inserted in the law become any better? The President in his message did not intimate that anything more was to be given, and the promises contained in the bill were of so general a nature as to be evasive and indefinite.

If the party intended to enact the laws it had promised it should do it now; if the party was acting in good faith it would carry out these pledges now, and if the friends of that platform let go of what they had before they got something else in exchange how could they justify themselves before the people. If asked why he could not trust the future for the enactment of those laws which ought to come concurrent with the repeal of the Sherman act, Mr. Vance said his answer would be more nearly the truth than theirs—he had no confidence. Being once deceived, he could not accept any mere promises as those of honest and responsible men.

In reply to Senator Gorman's query why the friends of silver halted between unconditional and conditional repeal, Mr. Vance said that by conditional repeal we united the Democratic Party, or at least all true friends of bimetallism. By the proposition of unconditional repeal that was impossible. Bimetallism was the most popular, if not the most potential, factor in the last campaign; it was the one plank common to all platforms. A comparison of votes in Congress and in convention before and after the proposed repeal would form a contrast that would put to shame the wonder-inspiring patent-medicine advertisements "before and after taking."

Referring to Senator Gordon's change of front, he said he believed he would be condemned out of his own mouth, and would be compelled to say, like the wild-eyed, long-haired man who accompanied the temperance lecturer, "I goes along to serve as a frightful example." Giving and taking was fair, but when one side did all the giving and the other side all the taking it amounted to a surrender. Thirty days from this time all the obstructions to the business of the world would have passed away, and to-day, according to the leading financial papers, an upward tendency was everywhere manifested.

Mr. Vance called upon his friends to take heart and stand by the object of their love a little while longer. To insist upon repeal in the face of the admitted fact that the Sherman law was not the cause of the troubles was an acknowledgment that it could not be repealed without some substitute in cold blood and in times of reasonable prosperity.

In view of the attitude of the President, he knew and other Senators knew that any bill providing for either the free coinage or the limited coinage of silver could not become a law, and to permit the passage of this bill without attaching some other legislation to it—knowing that other legislation could not be secured independently and by itself—was to consciously surrender and turn their backs upon the pledges made to the people.

If the Democrats did this, they must do it with their eyes open to the consequences and knowing that they were subjecting themselves to the serious accusations of their constituents. If the Democratic Party did this, it would cease to be the people's friend and become the subservient tool of combined capital and constitute in its legislation the lineal succession of the thirty-three years of that Republican rule which they had always heretofore denounced as building up the combinations and corporations which have well-nigh absorbed the wealth of the country.

After dwelling for a time upon the production of the two metals and their use as money by different Governments, Mr. Vance concluded his speech by a declaration favoring the free and unlimited coinage of silver, and explained why he thought this could be accomplished and maintained.

Mr. Voorhees Asks for a Vote.

Mr. Vance resumed his seat at 2 P. M., having occupied an hour and forty minutes. Immediately the Vice President announced that "House bill No. 1, to repeal part of the act of July 14, 1890," was before the Senate Committee of the Whole, and that the question was on the amendment offered by the Finance Committee by way of a substitute.

"If no further debate is proposed at this time I ask for a vote on the substitute," said Senator Voorhees.

"Oh, no," came from Mr. Teller.

"Additional notices have been given of speeches intended to be made next week. There is not a Senator in this body," rejoined Senator Voorhees, "who does not know that I desire every Senator who in good faith wishes to occupy the time of the Senate to have a full opportunity of doing so. But I cannot take the responsibility—nor will I attempt to do so—of being a party to delay—mere delay. And when a vacancy in talk has been reached I shall want that vacancy filled by a vote.

"I desire every Senator to be heard, but, situated as I am and with my appreciation of the demands of the country, I cannot be a party to the delay of a single hour of waste time in this body. If the Senators are not ready to go on with the discussion I trust that we are ready to go on with the vote.

"I do not desire to postpone action on this measure," said Mr. Peffer, "so far as I am personally concerned, a minute longer than until I have done all that I can do, honorably and inside of Parliamentary rules, to defeat this measure, or, if that cannot be done, so to amend it as that it shall provide for a substitute in the way of free and unlimited coinage of silver at the ratio which the people of the country understand that we have promised them. I have two amendments which I wish to offer."

A discussion started at this point as to what parliamentary form should be observed in regard to the bill, whether amendments should be offered to it, or whether it would not be more simple and convenient to agree to the substitute pro forma, and let all amendments be applied to it.

This latter course was suggested by Mr. Allison, (Rep., Iowa,) and was assented to and favored by Mr. Voorhees.

But it was stated by Mr. Harris (Dem., Tenn.,) that this would require unanimous consent, and when the Vice President asked whether there was any objection, it came promptly from Mr. Cockrell, (Dem., Mo.,) who stated that he should object to the substitute until the matter was fully discussed. He went on to compare the declaration in the House bill as to its not impairing the legal-tender quality of the standard silver dollar with the corresponding declaration in the substitute, and held that the former was much preferable to the latter. The difference between the two declarations was, he declared, as the difference between midnight darkness and the noonday sun. He could not, therefore, consent that the bill should be laid aside until the measure was properly and fully discussed.

Mr. Allison took the opposite view and called Mr. Cockrell's attention to the fact that, as the House bill provided that the value of the legal-tender quality of the standard silver dollars should not be impaired, the implication would lie that that did not apply to dollars to be hereafter coined from the bullion.

"But where," asked Mr. Cockrell, "is there any provision in the substitute that would authorize the coinage of the bullion still in the Treasury?"

"There is no provision in it," Mr. Allison replied, "which in any sense touches the bullion in the Treasury or provides what shall be done with it. It simply repeals so much of the Sherman law as requires the purchase of silver bullion and so much of it as requires its conversion into silver dollars. The substitute deals with nothing except the purchase clauses of the Sherman act. It leaves intact and in full force and effect every provision of that law as respects the bullion heretofore purchased and as respects the duty and power of the Treasury to coin it under the exigencies required for the redemption of the Treasury notes."

"Does not the Senator know," asked Mr. Cockrell, "that the intimation has been made, from sources not friendly to silver, that the repeal of the Sherman law would leave silver demonetized? That is, that it would leave the coined silver dollar no longer a legal tender? As ably conducted a paper as the Washington *Post*, in commenting on the coinage of France, stated that the French silver coins were maintained at par by reason of the fact that they were redeemable in gold; and the same attempt is being made to create an impression throughout the country that we can only maintain the legal-tender quality of the coined silver by redeeming it in gold.

"Ought there not to be a distinct declaration in this substitute that the legal-tender quality of the coined silver and the right to coin the silver bullion in the Treasury shall not be affected by this repeal?"

"Certainly not, in my view," replied Mr. Allison, "because that would, by implication, exclude from the legal-tender quality the coins to be hereafter issued. To remove all doubt in the matter I desire that the phraseology of the substitute (which I regard as absolutely clear) be examined very carefully."

Mr. Cockrell admitted that there were defects in the House bill, but it was no more defective than the committee's substitute.

The discussion then took a more general turn, and in the course of one of Mr. Cockrell's speeches he was advised sarcastically by Mr. Aldrich (Rep., R. I.,) that he ought to try to stand upon some part of the Chicago platform. The advice was resented by Mr. Cockrell, who suggested sneeringly that Mr. Aldrich and Mr. Sherman were constituting themselves leaders of the Democratic Party. They were heading the procession, he said, for the express purpose of bringing the Democratic Party back to the place where the Republicans had left the country in 1873—a single gold standard.

"It would be a glorious achievement," he continued, "for the distinguished statesman from Ohio to be able to say, after the lapse of twenty years and after one of the fiercest struggles that the world ever beheld, that he had brought the Democratic Party down on its knees and made it readopt the platform which he had established in 1873. It would be a plume in his crown.

"He is entitled to be the champion of the Republican Party and its leader in the next contest if he succeeds now in what he has undertaken. The question whether we are Democrats or not and whether we stand by our platform or not is not to be determined by the protectionist gold monopolist of Rhode Island." [Laughter.]

After much more of this style of declamation Mr. Cockrell yielded to Mr. Voorhees to move to proceed to executive business.

Notice was given by Mr. White (Dem., Cal.,) that on Wednesday, Sept. 13, he would offer appropriate resolutions touching the death of Senator Stanford of California and would ask for their consideration.

After a short executive session the Senate at 3:45 P. M. adjourned until to-morrow.

TO OUR READERS AND FRIENDS.

For the purpose of aiding the readers of "The Times" to purchase their newspaper with unfailing regularity, whether in the city or in the country, whether on steamboat or on railroad train, or at the Summer resorts, will our friends kindly fill out the accompanying blank and forward it to "The New-York Times," Printing House Square, New-York City, whenever they have been unable to procure "The Times" of any of the dealers:

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SENATE FINANCE COMMITTEE.

Its Members Discussing Methods of Procedure as to Legislation.

WASHINGTON, Sept. 1.—It has been decided that the Finance Committee of the Senate shall hold no more special meetings. When the Wilson bill came over from the House the committee decided to hold daily sessions for its consideration, but it was discussed and ordered to be reported in one session. Chairman Voorhees says that that being done, there is no need for the committee to do more than comes to it in the ordinary course of business, and that no business can come to it of importance equal to that which requires the speedy passage of the repeal bill.

The resolution previously introduced by Mr. Peffer and yesterday by Mr. Teller, and referred to this committee, will therefore lie on the committee's table until the meeting next Tuesday. In the meantime Mr. Voorhees and his colleagues are putting forth their best endeavors to bring about a condition of affairs that will permit of a vote being taken after a reasonable number of days has been consumed in debate. No two members of the committee, however, are agreed as to what should be called a reasonable time, nor can they predict when the vote will be taken.

In the progress of the discussion it has developed that several members of the committee have been in conference with Secretary Carlisle, and the inference from the tenor of the statements made by these gentlemen is that the Secretary does not approve the Johnson bill in the form in which it was introduced. Unless some form of currency can be devised which shall be used for exchange for bonds, as proposed, and not for the purpose of attacking the gold reserves of the Treasury, the probabilities are that the bill will not be reported from the committee.

The method of preparing the bills to be reported by the committee has been a subject of discussion. It was proposed that the Secretary of the Treasury, the Controller of the Currency, and other officials be invited to appear and give the committee the benefit of their views and information upon the subjects in hand, and to make suggestions as to the form which proposed legislation should take. It was finally decided, however, that the better course to pursue would be to formulate the measures in committee, and then, if desirable or necessary, submit them to the officials for their examination and subsequent suggestion.

Some of the members of the committee are in favor of entering upon an exhaustive investigation into the needs of the country respecting an entire revision of its financial and banking systems. They have in view especially the preparation of some scheme to supplant or supplement the national bank currency when the basis of the present issue shall be narrowed too far for the demands of the country by the withdrawal or retirement of Government bonds.

These members will suggest at the proper time an inquiry by the aid of experts, to enable the committee to rise to opportunities presented by the present financial situation of devising a policy or system that would provide an elastic currency, and thereby put an end to such panics as that through which the country has just passed.

WORK ON HOUSE RULES.

Mr. Reed Persists in Defending Methods of the "Business" Congress.

WASHINGTON, Sept. 1.—Ex-Speaker Reed entertained the House to-day with an imitation of the man who tries to act as if he could hold his own when his cards are all poor.

With filibustering as the main reliance of the minority behind him in the present Congress, he applied his ingenuity to an apparent effort to expunge from the proposed rules of the House the sections that afford the only opportunities for dilatory tactics.

If the Democrats had chosen to meet him at his own game, they might have blocked completely the power of the Republicans in coming legislation. Happily for parliamentary usages, the Democrats have not stooped to the employment of questionable means for party ends. They are quite content that the ex-Speaker, chafing under the criticisms of his rough-shod official methods, should seek to justify them by absurd and impotent obstruction tactics.

Mr. Wilson, in defining the purposes of the rules, as reported from the committee, has quoted from the fundamental principles and traditions of parliamentary practice, which have always been designed in civilized times to check and control the action of the majority by affording shelter and protection to the minority. Standing upon that declaration, the Democrats have dosed Mr. Reed with wormwood until he wobbles.

Mr. Reed may have deluded himself with the hope that the accident of a slim attendance yesterday, which led to the adoption of amendments giving right to the Committees on Banking and Currency and on Coinage, Weights, and Measures to report to the House at any time bills submitted to them, had so opened the majority ranks that he might wedge himself between them and flounder about to some partisan advantage.

He might have seen very early to-day, had he not been wholly intent upon trying to justify his own indefensible record, that the Democrats would not divide to make room for him, being quite competent to work out solutions within the party unaided.

The first thing done at to-day's session was to defeat the amendment of Mr. Boatner of Louisiana extending to every member in charge of a measure the opportunity at any time of demanding the application of closure.

In spite of an emphatic majority against this folly, Mr. Reed and his friends went to still greater lengths by offering amendments calculated to subvert the practice of the House under all Speakers except Mr. Reed and in defiance of universally-accepted authorities and principles. Upon these amendments yea and nay votes were demanded, dragging out the day wearily and to no purpose.

The only change made in the committee's report consisted of an interlineation by Mr. Morse (Rep., Mass.,) forbidding smoking on the floor of the House by visitors before the hour of meeting. Mr. Morse had figured out a high rate of mortality among members, which he attributed to the vile air in the assembly room. He thought this room of all others ought not to be turned into a bacterial machine for the propagation of disease. Enough members agreed with him to carry his point, and hereafter smoking on the floor at any time by anybody will be against the rules.

Mr. Hepburn (Rep., Iowa,) tried to induce the House to adopt a rule to make it obligatory upon the Speaker to recognize members wishing to address the House, and Mr. Hooker, (Dem., Miss.,) who seems to have developed a critical disposition, favored an amendment by which fifteen members (changed afterward to five) must object to the consideration of measures in place of the objection of a single member, as now required.

The House would not agree to either amendment.

All the time not thus used was absorbed by Mr. Reed's scheme. He succeeded in giving the House an object lesson, but his method of instruction did not induce it to adopt the rules of the Fifty-first Congress because they "are a hobby with the gentleman from Maine," as Speaker Crisp put it.

Excited by a Schoolhouse Fire.

TOTTENVILLE, S. I., Sept. 1.—The schoolhouse at Pleasant Plains was nearly destroyed by fire last night. Residents of Pleasant Plains and Prince's Bay were much excited to-day, and some of them declared that some citizen of one village or the other was responsible for the fire, if not the actual incendiary.

The fire was discovered late last night, and the ringing of the church bells called out the citizens of the two villages, who formed bucket lines. A part of the building was saved. The loss is about $2,000, which is covered by insurance.

The villages are in the same public school district. The schoolhouse is a two-story frame structure, and is in an unsanitary condition. Last week plans were presented to the School Trustees for a new building, to cost $12,000. The expenditure of so large a sum was opposed by many, and the matter was finally referred to a committee.

After the fire, rags soaked with oil were found on the first floor. The second floor was soaked with oil, and the ashes of a pile of paper were found. The windows of the building had been left open to secure a strong draught.

Buddensiek's Son Tossed by a Bull.

RAHWAY, N. J., Sept. 1.—Muncie Buddensiek, twenty years old, son of Charles A. Buddensiek, the builder who was imprisoned for putting up frail structures some years ago, was gored in the side by a vicious young Jersey bull which he was driving to the field to-day.

It took the combined efforts of father, mother, and a hired man to chase away the enraged animal, which was standing on the young man, who was tossed high into the air when the bull first attacked him. It is thought young Buddensiek will live, although he is hurt internally.

The New Steamship El Cid.

To the Editor of the New-York Times:

It gave me great pleasure to find to-day in your valuable journal a complete description of the new steamship El Cid.

This was emphasized by the fact that a contemporary of yours, which prides itself on being the marine journal of New-York city, gave a few days ago but a few lines to this thoroughly American vessel and nearly two columns to an out-and-out foreign one.

A CONSTANT READER.

MANHATTAN BEACH, Aug. 31, 1893.

Not Connected with N. J. Schloss & Co.

To the Editor of the New-York Times:

The report in your paper, from Camden, N. J., that Louis Schloss of 653 Broadway had engaged a boat on Aug. 22, and had not been heard of since, does not refer to anybody connected with this business. Our Mr. N. J. Schloss has been at his office daily, and can be seen there at any time.

N. J. SCHLOSS & CO.

653 BROADWAY, NEW-YORK, Sept. 1.

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In addition to its usual unsurpassed departments,

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THE HEAVENS IN SEPTEMBER

NOTABLE ASTRONOMICAL FEATURES OF THE MONTH.

Beauties of the Harvest Moon—The Crossing of the Equinoctial by the Sun—Venus Again an Evening Star—Jupiter More Than Half Way to the Place in Which He Will Find Himself in Opposition to the Sun—Neptune Still a Morning Star.

COSTA RICA'S CAPITAL CITY

THE PLACE EMBEZZLER WEEKS CHOSE TO HIDE IN.

Beautiful Environments of San Jose, 4,000 Feet Above Sea Level and Surrounded by Mountains—A City of Chivalrous Men and Beautiful Women, Devoted to Fine Arts and Paris Fashions—Hospitable to Accredited Strangers—Routine Life in the Tropics—Hotel Life in Costa Rica.

The New-York Times

PARIS WITHERED BY HEAT

NO CROWNED HEADS TO RELIEVE ITS DEADLY DULLNESS.

Fruits and Flowers in Great Plenty—Few Americans to Buy Pretty Things—The Prince de Sagan Having Set the Fashion, Straw Hats Are Now the Correct Wear—Women Permitted by Fashion to Sport Muslins and Linens—Sunshine Has Become a Bore.

DORSEY'S RISE AND DOWNFALL

RAPID DESCENT FROM POLITICAL POWER AND PROSPERITY.

The Once Great Dictator of Arkansas and Wealthy Cattleman Hounded by Creditors—Meteoric Appearance in Reconstruction Times—First Check in the Star Route Investigation—A Fruitful Field in the Far West—Later Reverses Came Thick and Fast.

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THE NEWS OF THE WORLD,

You cannot afford to miss a single issue of

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There is no such record of current events as it contains, and the Sunday issue is the best of the week. It is a library in itself. Think of getting a library

FOR FIVE CENTS.

HAD HIS BODY PACKED IN ICE.

When the Doctors Gave Cadmus up He Prescribed for Himself and Recovered.

BLOOMFIELD, N. J., Sept. 1.—Hadley B. Cadmus, a feed and grain merchant in this town, is apparently recovering from a severe attack of peritonitis by reason of novel and heroic treatment devised and directed by himself.

He learned Friday that the doctors had declared his case hopeless. He at once called his attendants, and remarking that, as the doctors had given him up, he desired to experiment on himself. He ordered that a quantity of cracked ice and water be brought him. At that time his pulse was feeble and his extremities were growing cold.

The desired articles were brought, ice water was made at Mr. Cadmus's order, ice was placed all around his body, except over the bowels, and ice water was poured on him for twenty minutes. He was then thoroughly rubbed and wrapped in a blanket.

There seemed to be an immediate change for the better. The pulse grew stronger and color came back to the face. When Drs. Ward and Bailey, who, on consultation, had declared the case hopeless, called again, they were astounded at the change and became more so when they learned what had produced it.

Mr. Cadmus's condition varied for several days. Sunday noon he was taken with hiccoughs, which continued periodically and violently until Tuesday night. Monday and Tuesday he was able to eat a little, and yesterday was so much improved that he was able to leave his bed for a short time.

Mr. Cadmus is thirty-three years old and of robust build. He has always enjoyed good health, and it was only his magnificent constitution that enabled him, when weakened by disease, to go through his self-administered treatment.

Their Romance Was Out of Date.

TOPEKA, Kan., Sept. 1.—William Kinne of Toledo, Ohio, and Mrs. E. F. Rice of Dunn Falls, N. Y., were married in Atchison on Thursday. Immediately after the ceremony the bride proceeded on her way to Nebraska City Neb., while the groom left for Denver.

It was the old story of a lovers' quarrel when the two were young, followed by marriages to others, each one to spite the other. After fifteen years they discovered that they were both free. While letters were the sole channel of communication their souls seemed to flow together and they determined to wed. The result was the meeting in Atchison and the hasty marriage. An hour was enough to disenchant them both. They decided that it would be best to part before they had time to encourage a feeling of dislike.

Attacked His Wife with a Cleaver.

ELIZABETH, N. J., Sept. 1.—August Fiego of 420 North Park Street, Elizabethport, attempted to kill his wife at noon to-day by cutting her on the head with a cleaver. He then cut his own throat with a butcher's knife. The woman will recover, but Fiego will probably die.

The couple had quarreled and the woman had made a complaint against her husband for non-support. The hearing was to have taken place this afternoon.

A DEEP-SEATED COUGH cruelly tries the lungs and wastes the general strength. A prudent resort for the afflicted is to DR. D. JAYNE'S EXPECTORANT, a remedy for all troubles with asthma, bronchitis, or any pulmonary affection.—*Advertisement.*

HOME IN A RAINSTORM.

Arrival of Mr. and Mrs. Cleveland at the White House.

WASHINGTON, Sept. 1.—President and Mrs. Cleveland returned to Washington this morning at 4:10 o'clock to find themselves welcomed as they emerged at 7 o'clock from their special car by a very fair imitation of inauguration weather. The welcome they received from Private Secretary Thurber, however, was warm and genuine enough to atone for any discourtesy on the part of the elements.

The transfer from the car to the carriages in waiting to drive the party to the White House was made without incident, as at that early hour there were few persons about the station but the officials and some sleepy-looking passengers.

Mrs. Cleveland wore a dark-blue traveling dress, with hat to match, while the little daughter, as usual, was dressed in white and looked the picture of health.

Upon their arrival at the White House, both the President and Mrs. Cleveland, after a brief, pleasant greeting to such of the house attachés as stood about in the entrance corridor, entered the elevator and were shown at once to their apartments.

The changes that have been made in Mrs. Cleveland's absence appeared to meet with her approval, the new paper in the President's rooms, together with the light, pretty decorations of her own boudoir, calling forth expressions of admiration. In the latter apartment the colors are pink and blue, the furnishings harmonizing with these delicate tints.

Fresh flowers had been placed in each of the rooms, the conservatory was well supplied with blooming plants, and on the breakfast table, according to the usual custom, was a large bowl of flowers.

The stormy weather had apparently slight effect in keeping callers away from the premises, as all day long carriages continued to roll up to the front portico, bringing those desirous of paying their respects to the Presidential family at the earliest possible moment.

Mrs. Cleveland, however, saw no one, as after the fatigue of traveling she felt the necessity of a complete rest. She will remain at the White House throughout the present month, after which it is not improbable she will spend the greater part of October at the Woodley Road home to thoroughly regain her strength before the beginning of the regular Winter season.

Tired, Weak, Nervous

Rheumatism Cured by Hood's Sarsaparilla

A Case of Great Suffering Permanently Relieved.

"Five years ago my health and strength was almost gone. I had rheumatism so severe that I was obliged to use a cane. I was tired of life and was

A Burden to Those About Me.

I often suffered from dizziness, and it seemed almost impossible to bear the pains. I worried much, and was subject to nervous spells, which greatly reduced my strength. I heard of Hood's Sarsaparilla, bought a bottle, and before the medicine was all gone I was so much better that I kept on until I felt like a different person. When I commenced to take Hood's Sarsaparilla I weighed 124 pounds. Now I weigh 174.

Hood's Sarsaparilla Cures

I owe my present good health to Hood's Sarsaparilla, and recommend it not only as a Spring medicine, but as an all-the-year-round blood medicine." MRS. MARY C. CRYDERMAN, Lafontaine, Kan.

HOOD'S PILLS cure Constipation by restoring the peristaltic action of the alimentary canal.

CURRENCY COMING TO NEW-YORK.

Bills and Coin Received from Country Banks and Gold from Europe.

More currency found its way to this city from the interior yesterday than had come in this direction on any day for weeks. A great many of the country banks sent in cash, and it was said that among them were several institutions which not long ago were particularly anxious to draw money from New-York.

In the last day or two the Sub-Treasury has handled an unusual amount of worn and tattered bills, which is a pretty good sign that hoarded funds are beginning to get back into circulation.

The steamer Germanic brought £21,130 in gold from Europe yesterday, the Gallia £20,000, and the Augusta Victoria £90,000.

The demand for currency was comparatively light. Many brokers paid one-quarter of 1 per cent. for cash and sold it at one-half of 1 per cent. premium.

There has been a decided increase in the proportion of cash used in settling Clearing House balances. It was up to 16 per cent. yesterday.

The Sub-Treasury paid $185,000 of its Clearing House balance of $186,034 in gold. It transferred $37,500 in gold and $2,500 in silver to New-Orleans, and received $50,000 in gold from San Francisco. Its payments on Government checks were $900,000. Receipts of silver were $79,000, and $103,000 in white coins was paid out.

A FRIEND WRITES:

CAN'T YOU GIVE YOUR NEIGHBORS THE BENEFIT OF A "VEST" SALE? YOU HAVE HAD A SALE OF EVERYTHING ELSE. NOW HELP THE LADS TO CLEAN UP AT WORK AND LOOK TIDY. BILLY MULHOLLAND.

Sorry, William, but it can't be done; haven't any odd vests except those with the odd coats at Prince Street, ($6 for coat and vest.)

Besides we haven't been the rounds yet. Fall overcoats to-day—last season's small lots are going to leave us. The $15 to $20 ones stand for plain service; luxury in the $25 to $30 silk-lined sort.

But they're all $13 now.

No more Saturday half-holidays; open until 6:30 to-day.

ROGERS, PEET & CO.

THREE BROADWAY STORES. Prince, Warren, 32d St.

PAGES 9–10. SATURDAY, The New-York Times. SEPT. 2, 1893. PAGES 9–10.

ROSENFELD AS A PROJECTILE

MAX FREEMAN CATAPULTS HIM THROUGH A GLASS DOOR.

The Incident Directly Resultant Upon Mr. Rosenfeld's Use of "Fool" and "Idiot" During Mr. Freeman's Rehearsal of the Playwright's New Opera at the Casino—Mr. Freeman Describes Mr. Rosenfeld's Recently-Acquired Habit of Lunch-Giving at All Hours.

At 3 o'clock yesterday afternoon Mr. Rosen, Mr. Rosenquest, Mr. Rosenberg, Mr. Rosenheim, Mr. Rosenstein, and Mr. Roseborn were in front of the Casino discussing the lamentable damage caused to a glass door by a human projectile violently discharged through its centre by Mr. Max Freeman. Across the way, through the surviving glass of the same door, was seen darkly the agile form of Mr. Sydney Rosenfeld, objective hero of Mr. Freeman's celebrated cannon-ball act, going northward slowly and solemnly.

Up stairs, on the Casino stage, the Queen of Sheba, King Solomon, a high priest, several Levites, and other distinguished subjects of his Judean majesty were rehearsing, under the powerful coercion of Mr. Freeman. When a reporter of "The New-York Times" had succeeded in detaching Mr. Freeman temporarily from the court that listened breathlessly to his utterances and followed his brisk pantomime with faithful diligence, Mr. Freeman threw this light upon the disaster of the door:

"Rosenfeld," he said, "has been hanging round here, as he always does on similar occasions and getting in my way during the execution of my duty. It is a trait of his. He cannot help it. And whenever I have to rehearse a piece by Rosenfeld, I expect it as one of the details of the contract. He can no more help turning up to call me names than he can help making a speech, without the least provocation, every time one of his pieces is played. You remember how when Wilson produced 'The Oolah'—"

At this point Mr. Rosenfeld slowly and solemnly passed along outside to the southward.

Mr. Freeman sniffed and went on:

"Now, I can stand a good deal, even of Mr. Rosenfeld's interference with me in the execution of my duty. I can even endure his telling all the people, as soon as the rehearsal of the day is over, that I am a 'schlemihl,' who ought to be driving a horse car instead of directing a stage performance. But when it came yesterday to Mr. Rosenfeld's violently breaking into 'the business' right in the middle of my stage direction, and cautioning the people not to pay any attention to what I say and do—why' then I'm apt to lose my temper. You remember how in Philadelphia—"

Mr. Rosenfeld at this juncture was seen drifting to the westward, without speed, but with great solemnity.

Mr. Freeman went on:

"Well, it got so close to my professional self-respect last night that I lost all control of myself. Mr. Rosenfeld called me a 'fool' and an 'idiot' loudly and openly in the very midst of the execution of my duty. Under ordinary circumstances I wouldn't have resented it—being accustomed to Rosenfeld and his ways. But to have the rehearsal interrupted just to let Rosenfeld ventilate his views on the subject of myself was too much.

"Firmly seizing him by the nape of his neck, without stopping to think of the fragile character of our environment, I gave him the impetus of a catapult—and off he went. You remember how in Daly's Theatre—"

Just here Mr. Rosenfeld solemnly and slowly hove in sight on an easterly tack.

Mr. Freeman went on:

"I am very sorry I—or, rather, Rosenfeld, on my account—broke out through the door. I am sorry for the management, sorry for myself, sorry for Rosenfeld. He is all right—what there is of him—but he isn't all there. He has lately betrayed a monstrous and unnatural tendency to ask people to lunch with him at all conceivable hours." (Here a look of ill-concealed alarm took possession of Mr. Freeman's visage.) "He insists on people lunching with him, say, six or seven times on the same day. And he has no sense of time.

"You see, when a fellow asks you to lunch with him at 5 in the morning, insists on your lunching with him again at noon, protests that you've got to lunch with him, whether you like it or not, at 3 o'clock, compels you to go out after the second act of a night performance to lunch with him once more, and finally seizes you on your way home at midnight and drags you to take just one final lunch with him at daybreak—why, it's as clear as crystal that there's something wrong with the poor fellow."

Mr. Freeman paused to shake his head dolefully just as Mr. Rosenfeld was seen passing slowly and solemnly down town.

Mr. Freeman, recovering from his outburst of compassion, went on:

"The new opera is a very good one—perhaps the greatest ever written, even by Rosenfeld. I say this advisedly, because the fact has been divulged to me three times a day over the lunch table by Rosenfeld himself. He says so, and therefore I say so, too. I would no more refuse to share his views on this subject than I would decline one of his invitations to lunch between the hours of 10 A. M. and 12:45 P. M. And I have no hard feelings toward him on account of the episode of the door. The door might have felt hard at the moment, but I don't, upon my word of honor. Everything will be all right if Rosenfeld will only keep away and let things go on without him. But I'm terribly afraid he won't. You remember how at the Standard Theatre—"

At this point the reporter, somewhat perplexed by Mr. Freeman's frequent references to other theatres, based, apparently, on previous and characteristic door-smashing and furniture-wrecking outbreaks of Mr. Rosenfeld's sensitive nature, tore himself away from the Casino and came plump upon Mr. Rosenfeld in person, this time passing solemnly and slowly up town.

The reporter cried him halt.

"What," inquired Mr. Rosenfeld, rather in sorrow than in anger, "What does that fellow Freeman say?"

"He says that everything will go on all right," replied the reporter, "if you will only keep away."

A bitter smile darkened Mr. Rosenfeld's intelligent face. Then he frowned. Then, impatient of detention, he said, unsatisfactorily:

"We shall see."

Then, finally, he passed slowly and solemnly up town, while the reporter with alacrity went in the very opposite direction. Meanwhile, a new pane of glass has been ordered of the nearest glazier to correct the shattered feelings of the door.

Abandoned Bark Vila Brought to Port.

The Austrian bark Vila, which brought her cargo of bones and rags safely across the western ocean and was abandoned when almost within sight of land, yesterday reached this port in tow of the Norwegian steamship Breidublik. The bark was nearly half full of water and had only the stumps of her masts standing when sighted by the steamship on Wednesday. Capt. Nelson of the Breidublik says she was probably dismasted in one of the recent gales and abandoned in a moment of panic by her crew.

Capt. Nelson put a prize crew of four men on board the derelict and towed her to this port. The hull was found to be in good condition and the pumps soon freed the hold of water. The cargo was but slightly damaged and the Norwegian will doubtless be well rewarded in salvage money.

The bark sailed from Alexandria, Egypt, on May 24. Nothing is known of the crew.

Fifteenth Annual Fire Carnival.

The fifteenth annual carnival of fire will be celebrated in a brilliant manner this afternoon and evening at Manhattan Beach. Nothing in any way approaching it has ever been attempted there before. This is the fifteenth year the Pains have given their spectacular and pyrotechnic displays at Manhattan Beach.

The programme which is announced to follow "The Storming of Vicksburg" is of an attractive character. The national flag is to be set up in the air a mile high and in floating fire show the Stars and Stripes; but this is only one of fifty various devices which will blaze away in honor of fifteen years of fireworks.

Sousa's Closing Performances.

Sousa makes his farewell bow to his many friends at Manhattan Beach Monday next, (Labor Day.) Meanwhile, his three closing days are made especially brilliant by diversified programmes and four of the finest vocal artists that have graced the season's concerts.

NOT FOREIGN-BORN MOSQUITOES.

Coney Island Resents the Charge that "Jersey Birds" Have Migrated.

CONEY ISLAND, Sept. 1.—There is indignation among the dwellers here, at the allegation that the Coney Island mosquito has a rival in business and that the far-famed Jersey mosquito, having had a dull season in his country, has immigrated hither, in order to get square meals regularly.

No such condition of affairs exists is the general declaration, and this denial is backed by vigorous denunciation of the person who was mean enough to say so.

"Jersey mosquitoes at Coney Island!" wrathfully exclaimed Garry Katen. "No, Sir! They haven't come here, and they won't come. Do you think the big Chief would let in a gang of Jersey foreigners to paralyze the business of the Sausage Trust and the plate men? We don't have immigrants of that class around here to take food out of the mouths of the gentle hummers of the island.

"We've got a class of mosquitoes here for which we have a great admiration, and if it takes a quarantine station, a port physician, a Summer corps of doctors, a boarding boat, an island for suspects, and a whole town of sulphur baths, you can just bet no low-bred, always-hungry, thieving mosquito from the Jersey flats is going to come in and down the gentlemanly little fellows who do business here.

"The Coney Island mosquito is an inoffensive fellow, modest, and unassuming. To be sure, he's young and green and doesn't seem to have enough ambition to flatter himself. He's as poor as—well, as poor as Job's turkey would have been if he had been a mosquito. But we all like him. He doesn't bother us much unless he's hungry, and then he doesn't hurt much. In fact, the little fellow is careful about choosing an islander for a meal, and when the crop of strangers runs short he generally takes a nibble at the nose of a sausage man, a human snake, an iron-jawed woman, or the Australian wild girl. To him the person of the big Chief is sacred, and he never goes higher than a policeman's nose, for which he has a great affection.

"Now, the Jersey mosquito is a different kind of a bird. They do tell me that in the closed season in that country the sportsmen keep their hands in by gunning for the Jersey mosquitoes. I don't know whether to believe it or not, but they say the Jersey mosquitoes have a workshop near Irvington, out in the woods somewhere, and that they go there once a week to have their saws and axes and drills ground and sharpened.

"No, Sir! We won't have any of these brutes over here. Sure, if a couple of million of them came over here armed, they'd saw the elephant to bits in a minute, ruin the business of the island, kill the big Chief, and destroy us all by inches."

Ike Worrell is sure he has seen Jersey mosquitoes on the island. "Don't you suppose I know a Jersey mosquito when I see him?" he said, hotly. "I've been to Secaucus more than once, and I tell you the breed we've got here is the genuine article. Do you think a gentlemanly, slim-built, and dandified Coney Island mosquito would be mean enough to saw whole chunks out of a netting and take eight big bites out of the face of Chief McKane?

"Sure, the Chief is a sight. There are six big red lumps on his forehead and two on the end of his nose. I tell you a Coney Island mosquito would be afraid to stamp around that way. I've seen the animals myself, too. They're as big as snipes and look fat and prosperous. A policeman got a shot at one last night, but the mosquito was too quick for him. He dodged the bullet by dropping on the policeman's nose, and before the astonished man knew what had happened he felt a stinging pain on his proboscis and saw that pesky critter sail off chuckling with glee.

"That's all right, what Garry Katen says. Wait till he loses a section of his nose, and he'll cry on the other side."

WOULD NOT OBEY A COURT ORDER.

The Receiver for a Printing Company Could Not Obtain Possession.

NEWARK, N. J., Sept. 1.—Vice Chancellor Van Fleet was indignant this morning when he learned that Lawyer John Whitehead, who was appointed receiver for the Morristown Printing Company Aug. 26 had been insulted, his authority ignored, and the court's order disregarded by officials of the company.

Charles F. Axtell, attorney, read an affidavit, sworn to by Receiver Whitehead, which sets forth the fact that the receiver went to Morristown, Saturday, Aug. 26, for the purpose of taking charge of the affairs of the firm. William Selvage, the Secretary and a member of the Board of Directors of the company, was found in the office. Mr. Whitehead explained the object of his visit, and stated that he desired to obtain possession of the plant, but his request was denied, Selvage saying he would not give up property that belonged to others.

Mr. Whitehead and Mr. Axtell again went to the office of the printing establishment Monday, but found it locked. Irving Selvage, a brother of William, came out, locked the door behind him, and soon after returned with his brother.

The Selvages were not in court to-day, but were represented by Frederick W. Ward, who began to make an explanation. Vice Chancellor Van Fleet stopped him, and declared he would not listen to any excuse; if the sworn affidavits of Mr. Whitehead were true, and he had reason to believe so, the order granted by him had been grossly ignored, and Messrs. Selvage were guilty of contempt of court.

He referred to the absence of the defendants and granted Mr. Ward until Sept. 12 to prepare written statements in answer to the affidavits of the receiver.

In the Sealing Waters.

WASHINGTON, Sept. 1.—Reports dated Unalaska, Aug. 14, have been received at the Navy Department from Commander Nicoll Ludlow, commanding the United States naval force in Bering Sea. The British war ship Champion had been directed to co-operate with the United States fleet in carrying out the modus vivendi. The British sealing steamer Warlock, seized in 1891, was being watched, but it was believed that she would not make any raids.

Commander Ludlow complains that the North American Commercial Company's steamer Farallon had considerable liquor on board not on her manifest, on a trip to the seal islands, and the employes of the company at Unalaska imbibed too freely. Commander Ludlow searched for and seized some liquor.

Commander Ludlow was to take the Mohican, his vessel, for a short cruise about the passes, expecting to return Aug. 15 to meet the mail steamer from Sitka. The Albatross on Aug. 14 was coaling at Unalaska, and the Corwin was expected to return to Sitka in a day or two thereafter.

Distress Among the Unemployed.

YONKERS, N. Y., Sept. 1.—The closing of the factories in this city, nearly a month ago, is telling on the 10,000 workmen who have been laid off. Many families are in want.

Commissioner of Charities Constable reports that he has received many applications for relief from workmen who have large families and no money. Landlords are looking for their rents, which they are unable to collect.

The storekeepers refuse to give credit to the unemployed; first, because they cannot get credit themselves, and, second, because some years ago when the strikes were on credit was given and, when work was resumed, the bills were not settled.

The morocco factory of Rose McAlpin shut down last night for an indefinite period. The factory was started ten years ago, and employed between 200 and 300 hands.

Mills Resuming Work.

WALTHAM, Mass., Sept. 1.—Agent Goodall of the Boston Manufacturing Company, which employs 2,600 hands here, and which has been shut down for a month, announces that all the departments of the concern will resume work Tuesday, and that the mills will run alternate weeks until business prospects improve.

PROVIDENCE, R. I., Sept. 1.—Work will be resumed at the Clyde Print Works, at River Point, Tuesday, but they will run but four days a week.

DOVER, N. H., Sept. 1.—Notice was posted at the Sawyer Woolen Mills to-day that the works, which have been stopped since Aug. 12, will start up on Sept. 6, and will run three days a week.

Chauncey M. Depew Will Speak.

WHITE PLAINS, N. Y., Sept. 1.—The survivors of the Sixth New-York Artillery will hold their fourth annual reunion to-morrow, in the Floral Building, on the White Plains Fair Grounds.

The Westchester County Historical Association will also hold a meeting there. After the meeting the members of the association will receive the survivors of the Sixth Artillery.

The speakers will be Chauncey M. Depew and Gen. William H. Robertson, survivors of the War Committee appointed by Gov. Morgan, of which Gen. Robertson was Chairman.

Ex-Capt. Joseph B. Eakins of the New-York police force is President of the Sixth Artillery Association.

ENTRIES FOR WAVERLY FAIR

UNUSUALLY GOOD SHOWING IN ALL THE DEPARTMENTS.

Every Valuable Species of Cattle Will Be Represented—The Horse Show and Races to be Exceptionally Meritorious—Manufactured Goods, Fine Arts, Women's Work, Farm Implements, and Vehicles in Abundance, and Many Additions Expected—To Open To-Day.

NEWARK, N. J., Sept. 1.—The State fair which opens at Waverly Park to-morrow will probably be more successful than any of its predecessors. Books will be opened at the fair grounds to-morrow for the entry of manufactured goods, fine arts, women's work, fruits, and farm products. All the departments are already filled, and the buildings and grounds have been put in excellent condition and are ready for the reception of exhibits.

In the cattle department 165 entries have been made, covering Short Horns, Holsteins, Jerseys, grades, Devons, Herefords, Ayrshires, Guernseys, Swiss, and Calloways. The principal exhibitors are E. O. Craft, Heistersburg, Penn.; J. M. Quivey, Houstonville, Penn.; William Lindsey, Elizabeth; James Guernsey, Woodhull, N. Y.; J. E. Holcombe, Flemington; D. T. Magie, Elizabeth; A. A. Cortelyou, Neshanic; Edward Bodee, Freehold; Samuel Blunt, Goshen, Md.; Joseph Krouse, Roselle; J. O. Magie & Son, Elizabeth; R. Stuyvesant, Allamuchy; George La Monte, Bound Brook, and Holly Grove Farm, Marconnier.

The display of farm implements will include drills, rollers, cornshellers, plows, hay rakes, farm mills, mowing machines, hay cutters, cultivators, harrows, sprinklers, sprayers, planters, wagon jacks, baling and cider presses, &c. There are now ninety entries, made by the Genesee Valley Manufacturing Company, Mount Morris, N. Y.; Hamburg Plow Works, Hamburg, Penn.; Risedorph Agricultural Works, Albany, N. Y.; C. C. Phillips, North Long Branch; Gordon & Higgins, Elizabeth; G. S. King, Newark; Hercules Lever Jack Company, Irvington; Heller Manufacturing Company, Montclair; W. C. Heller & Co., Montclair, and A. J. Tracy & Co., New-York.

Seventy-two entries, covering almost every conceivable variety of wheeled vehicle, for business or pleasure, have been made in the carriage and wagon department. Exhibits will be made by Michael Kneuer, Newark; Charles Grube, Newark; John Reischstetter, Newark; D. G. Hetfield, Rahway; Charles Van Duyne, M. Caffrey, Newark; George Eisenhauer, Elizabeth; Edmund F. Smith, East Orange; William Luckmeier, Thomas Oliver, Mrs. Mary Hartenstein, J. Colyer & Co., Newark; James C. Stagg, Hackensack; M. Ortel, W. H. Cleveland & Son, Phineas Jones & Co., A. G. Vogt, Newark; D. R. Wood, Elizabeth; George C. Crane, Golder & Post, and T. T. Iveson & Co., Newark.

Herds of cattle, sheep, and swine have been entered for the special State competition, 69 entries in all. They are by R. Stuyvesant, Allamuchy; W. C. Addis, J. McCain, Mt. Hermon; William Lindsey, Elizabeth; J. E. Holcombe, Flemington; D. T. Magie, Elizabeth; A. A. Cortelyou, Neshanic, Penn.; Edward Bodee, Freehold; J. O. Magie & Son, Elizabeth; George La Monte, Bound Brook; Holly Grove Farm, Marconnier, and J. T. Field, Red Bank.

In the speed class of horses 170 entries will be exhibited, and 82 in the show class. Speed exhibitions will begin on Monday and continue each day during the fair, the entries for the various events on Labor Day being:

Class 1. 2:29, Trotting; Purse $400.—Alleta, blk. f., Thomas Rinck, Easton, Penn.; Wilmar, br. s., Speedlawn Farm, Hackettstown, N. J.; Lady M., b. m., J. V. D. Beekman, Hightstown, N. J.; Frank H., b. g., Moses Hand, Lyons Farm, N. J.; Joe Holmes, ch. s., J. V. N. Willis, Belle Meade, N. J.; St. Patrick, Jr., br. s., William H. Grant, Trenton, N. J.; Frank S., b. g., Theodore L. Arthur, Brooklyn, N. Y.; Gayle, b. g., Isaac B. Fleming, New-York; Dick, b. g., Flemington Stock Farm, Flemington, N. J.; Merry Christmas, b. s., Flemington Stock Farm, Flemington, N. J.; Newton G., b. g., Eli L. Garret, Philadelphia, Penn.; Lady B., rn. m., F. B. Shreve & Brother, Mount Holly, N. J.; Roger, b. g., F. B. Shreve & Brother, Mount Holly, N. J.; Apollo Wilkes, b. s., Clover Hill Stock Farm, Hightstown, N. J.; Susie T., rn. m., John Reamer, Philadelphia, Penn.; Volney, b. g., John Reamer, Philadelphia, Penn.; Tom Scott, P. J. McCann, New-York.

Class 2. Five-eighths of a mile; Heats; Purse $200.—Dutch Oven, m., Chestnut Hill Stock Farm, Chestnut Hill, Penn.; Little Monarch, gr. g., J. C. & G. G. Barnard, Hempstead, L. I.; Margarette, b. m., C. Opdycke, Somerville, N. J.; I. O. U., b. g., John Wilson, New-York; Ritley, s. f., John Hicks, Long Branch, N. J.; Blossom, 2 years, s. f., Gus Itkins, New-York; George E., s. g., J. McKee, Goshen, N. Y.; Macauley, b. g., J. Tighe, New-York; Dexter, br., J. Tighe, New-York; Gulnare, b. c., J. Tighe, New-York.

Class 4.—Three-quarter-mile dash; purse $150.—Waltz, b. m., Shestnut Hill Stock Farm, Chestnut Hill, Penn.; Roquefort, b. g., Chestnut Hill Stock Farm, Chestnut Hill, Penn.; Zeno, b. g., Montrose Stables, Hempstead, L. I.; Rely, b. f., F. Smith, Eatontown, N. J.; Hypatia, b. f., Gus Itkins, New-York; Frank E., b. g., J. McKee, Goshen, N. Y.; Macauley, b. g., J. Tighe, New-York; Dexter, br., J. Tighe, New-York; Gulnare, b. c., J. Tighe, New-York.

Three hundred and eighty entries have been made in the department of woman's work, and promises have been made of more entries to-morrow.

BUNDY WON AT LAST.

It Took 1,793 Ballots to Nominate Gov. McKinley's Choice.

CLEVELAND, Ohio, Sept. 1.—The Tenth District Congressional Convention at Ironton, which nominated H. S. Bundy for the vacancy caused by the death of Gen. W. H. Enochs, was a record breaker in the matter of dead-locks. Every one of the six counties had a candidate, and 1,793 ballots were taken before Bundy won. Practically the same district three years ago, in the famous Grosvenor-Thompson-Enochs fight, required over 600 ballots to make a nomination.

The present contest was of special interest because Bundy is the father-in-law of Foraker, and McKinley wanted him nominated as a step to appease the Foraker faction. Attorney General Richards was sent down home to declare the Governor's wishes. His interference angered the friends of other candidates and prolonged the fight, although it was powerful enough to win in the end.

The friends of Matthews, the Gallia County candidate, are particularly sore, as he was virtually nominated on the eleven hundred and eighty-ninth ballot Wednesday night, but was tricked out of the prize.

Strange Bird on the City Hall.

A big bird of light brown color, short beak, and long legs perched on the rear rail of the City Hall roof about 3 o'clock yesterday afternoon and looked down curiously at a crowd of several hundred persons.

The stranger bird reviewed the crowd with stolid dignity and the crowd reviewed the bird with grave curiosity. No one seemed able to decide what species of the bird family this one belonged to. One averred that it must be a woodcock, another that it must be a heron, another that it was certainly a South Carolina thrush blown out of its usual course by the cyclone. They were probably all wrong, but the bird was evidently one of the family of waders. It looked very tired and in need of rest, but when one of Janitor Keese's men went up on the roof to try to catch it it flapped its big wings and flew away in the direction of New-Jersey.

The American Bar Association.

MILWAUKEE, Wis., Sept. 1.—The closing session of the American Bar Association was held this morning. The following officers were elected: President—Thomas M. Cooley, Michigan; Secretary—John Hinkley, Baltimore, Md.; Treasurer—Francis Rawle, Philadelphia, (re-elected.)

The list of Vice Presidents includes one representative from nearly every State in the Union. Among them are ex-President Benjamin Harrison, Indiana; Thomas Dent, Illinois; Jerome C. Knowlton, Minnesota; James M. Lewis, Missouri; D. Benedict, New-York, and Burke Corbett, Ohio.

It was decided to award no gold medal this year.

SOME TREASURY FIGURES.

Debt Statement for August and Receipts and Expenditures.

WASHINGTON, Sept. 1.—The debt statement issued this afternoon shows a net increase in the public debt, less cash in the Treasury, during August, of $10,442,898.93.

The interest-bearing debt increased $150; the non-interest-bearing debt decreased $160,908.00, and the cash in the Treasury decreased $10,603,656.93.

The balances of the several classes of debt at the close of business on Aug. 31 were:

Interest-bearing debts, $585,037,590; debt on which interest has ceased since maturity, $2,045,540.26; debt bearing no interest, $373,877,128.37. Total, $960,960,258.63. The certificates and Treasury notes, offset by an equal amount of cash in the Treasury, outstanding at end of month were $565,614,881, a decrease of $11,747,710. The total cash in the Treasury was $712,857,887.82. The gold reserve was $96,009,123, and net cash balance, $11,274,787.64.

In the month there was a decrease in gold coin and bars of $10,390,790.54, the total at the close being $176,423,172.44.

Of silver there was a decrease of $2,363,536.02. Of surplus there was in national bank depositaries $17,685,476.80, against $17,044,003.17 at the end of the previous month.

During the month the percentage of each kind of money received at customs at New-York was as follows: Gold coin, 47.4; silver coin, 0.3; gold certificates, 4.3; silver certificates, 5.1; United States notes, 37.6; United States Treasury notes, 5.3.

The official comparative statement of the receipts and expenditures of the United States, issued in detail from the Treasury Department to-day, gives substantially the same figures as were published in yesterday's NEW YORK TIMES.

They show that the receipts for August were $7,000,000 less than for July, while the expenditures were $6,000,000 less. The expenditures for the two months of the present fiscal year exceed the receipts $17,000,000. This excess had to be drawn from the Treasury available cash, which was reduced, of course, just that amount, or at the rate of $8,500,000 per month.

The statement shows one significant decrease in the item of pensions, which were $4,000,000 less than were the payments under this head in July. In detail the statement follows:

RECEIPTS.	
Fiscal year ending June 30, 1894—month of August, 1893:	
Customs	$12,144,626.28
Internal revenue	10,562,967.33
Miscellaneous	1,183,291.69
Total	$23,890,885.30
Since July 1, 1893:	
Customs	26,828,595.47
Internal revenue	25,252,094.89
Miscellaneous	2,715,971.13
Total	$54,796,661.49
Fiscal year ending June 30, 1893—month of August, 1892:	
Customs	$13,271,668.55
Internal revenue	14,063,459.80
Miscellaneous	1,143,930.18
Total	$28,479,058.53
Since July 1, 1892:	
Customs	35,476,821.55
Internal revenue	28,929,578.13
Miscellaneous	3,386,990.10
Total	$67,793,389.78
EXPENDITURES.	
Fiscal year ending June 30, 1894—month of August, 1893:	
Civil and miscellaneous	$10,186,339.66
War	6,234,988.98
Navy	3,591,334.60
Indians	1,629,780.28
Pensions	11,266,158.75
Interest	396,626.21
Total	$33,305,228.48
Since July 1, 1893:	
Civil and miscellaneous	$19,623,358.03
War	11,205,534.54
Navy	6,141,218.16
Indians	2,463,825.06
Pensions	26,023,827.12
Interest	7,523,354.17
Total	$72,981,117.08
Fiscal year ending June 30, 1893—month of August, 1892:	
Civil and miscellaneous	$10,468,448.84
War	4,239,044.31
Navy	2,186,749.34
Indians	737,644.41
Pensions	13,478,067.56
Interest	330,299.57
Total	$31,440,254.03
Since July 1, 1892:	
Civil and miscellaneous	$19,224,250.28
War	7,804,131.93
Navy	4,408,457.20
Indians	1,246,259.20
Pensions	27,713,207.71
Interest	7,377,924.25
Total	$67,774,230.57

Death of Mrs. Virginia Beverly McLean.

POMEROY, Ohio, Sept. 1.—Mrs. Virginia Beverly McLean, widow of Major Wilmer McLean, in whose house Gens. Grant and Lee signed articles of surrender at Appomattox, died Friday at the residence of her son-in-law, H. E. Spilliman, at Spilliman, West Va. She was seventy-five years old and was a remarkably well-preserved woman, cultured and refined. Her body was embalmed to be sent to Alexandria, Va., for burial.

Mrs. McLean had the singular fortune to be connected with the leading opening battle of the war and with its dramatic closing. Her husband owned the farm at Manassas Junction, where the battle of Bull Run was fought in July, 1861. Hoping to escape the fury of contending armies, he removed to Appomattox, where, after the war had been protracted four years, the leading Generals of the two contending armies found his house a convenient place in which to arrange the terms of surrender. The sofa on which the Generals sat and the secretary on which the articles were written are still the property of Mr. Spilliman, but the table on which the signatures were written was carried away by Gen. Sheridan's soldiers.

Trial Trip of the Cruiser Columbia.

PHILADELPHIA, Sept. 1.—The unofficial trial trip of the United States cruiser Columbia will take place next week. The Columbia will probably leave her dock at Cramp's shipyard on Thursday, reaching the Delaware Breakwater that night. She will put to sea on the following day, when her engines and machinery will be tested.

The run will, however, not be made until Saturday, and will take place off the Delaware Capes. Interest is not only centred in the speed of the vessel, which is expected to win a handsome premium for her builders, but also upon the success of triple screws for cruisers. The specifications for the cruiser call for a maximum speed of 21 knots.

Thieves Once Shot a Policeman There.

NEWARK, N. J., Sept. 1.—The detectives of this city are looking for a sneak thief who spent a half hour in John W. Tillard's house, Clinton Avenue and Murray Street, yesterday afternoon, and stole $300 worth of jewelry.

It was in the Tillard house that Patrolman Stanley Brock was shot in August, 1876, by either Thomas Ryan or Charles Oschwald. The patrolman died, and the two men were convicted of murder and sentenced to death. On the morning that they were to have been executed Ryan committed suicide by taking poison. Oschwald was hanged.

Post Office and Jail Burned.

ROCKVILLE, Conn., Sept. 1.—Fire visited the town of Tolland this morning, causing a loss of $20,000, upon which there was but $5,000 insurance. The Johnson block, with two tenements, the Post Office, County House, and the hotel, G. F. Kibbe, proprietor, were destroyed. The Tolland County Jail, a stone building in the rear of the hotel, was partially destroyed. The prisoners were all safely removed to the lock-up in this city, and will probably be taken to the New-London County Jail. The fire started in the basement of the Johnson block. Postmaster Satterlee saved all the mail.

Sea Weather for September.

WASHINGTON, Sept. 1.—For the benefit of mariners the Hydrographic Office of the Navy Department makes the following weather forecast for the month of September:

Moderate or fair weather generally over the North Atlantic. Occasional gales north of the thirty-fifth parallel, also near the American coast.

Tropical cyclones or hurricanes very probable.

Fog west of the forty-third meridian across the Grand Banks, also east of New-England, as shown by icebergs in the vicinity of Belle Isle.

Fourth-Class Postmasters.

WASHINGTON, Sept. 1.—Among the fourth-class Postmasters appointed to-day were the following:

New-York.—Charles S. Coleman, Bellona, Yates County; H. P. Zimmerman, Bradford, Steuben County; John J. O'Hara, Rosendale, Ulster County; Mary Laduke, Star, Clinton County.

New-Jersey.—Mrs. Anna R. Bowne, Oakdale.

Connecticut.—Edward Riley, Jr., Killingly.

Approved by the President.

WASHINGTON, Sept. 1.—The President to-day approved a bill in aid of the California Midwinter International Exposition and a joint resolution to make the Oklahoma town site law applicable to the Cherokee Strip.

TO INDICT EMMA GOLDMAN

THAT IS WHAT THE GRAND JURY WILL BE ASKED TO DO.

She Was Held Yesterday by a Philadelphia Magistrate in Order to Give the New-York Authorities an Opportunity to Procure Extradition Papers—Most, Apparently Jealous of the Woman, Says She is Just Dying for Notoriety—The Case of Claus Timmerman.

The arrest of Emma Goldman in Philadelphia and the certainty that she will be indicted for inciting to riot and brought here have had the effect of sending into still greater seclusion the Anarchists of this city who went into hiding when Superintendent Byrnes returned from his vacation.

When asked about Miss Goldman's arrest and the further intentions of the police, Superintendent Byrnes said yesterday:

"We have Emma Goldman in our hands now, and the chances of her posing as a high priestess of Anarchy for some time to come are slight. As soon as she learned we were after her she ran away to Newark. Ten detectives were after her, but she eluded them and went to the Water Gap in Pennsylvania, and then went to Philadelphia.

"She was arrested on one of three warrants issued against her in this city, and in a Philadelphia police court to-day was held for the usual fifteen days to allow us to provide for her extradition.

"The Grand Jury will meet Tuesday. The papers in the case will be ready, so the findings of the Grand Jury can be incorporated in them. There will be more than one indictment against her for inflammatory speeches and inciting to riot and crime. The indictments will probably be ready Tuesday, and the extradition papers will give us possession of the prisoner Wednesday.

"As to the other persons who made incendiary speeches, we have not been neglectful. Their turn will come, but we will proceed slowly and surely."

John Most, editor of the Anarchist paper, *Freiheit*, was asked yesterday what he thought of the arrest of Emma Goldman.

"I think they made a mistake in arresting her," he replied, "for she is just dying for notoriety and for what she thinks will make her famous. Do I think she will be convicted? You see, she is a woman, and juries seem to be easily affected where women are concerned, and are inclined to let them off, as Mrs. Parsons of Chicago, for example. But of course Emma Goldman is an entirely different kind of person from Mrs. Parsons. I see Timmerman is to be tried in the Court of Special Sessions. If Emma should also be tried in Special Sessions there would be a chance for her conviction, but if she is tried before a jury it is doubtful if it will agree."

The case of Anarchist Claus Timmerman was called yesterday in Special Sessions. Owing to the absence of Detective Jacobs, who is an important witness for the State, the case was postponed for a week.

Counselor Sarasohl, who is Timmerman's attorney, stated that his client intended to plead guilty to incendiary statements, but not to those cited in the complaint. He has a short statement prepared, which he proposes to read before the court.

The attorney says Timmerman denies telling the men to seize the bread, but stated that such things will come to pass before the trouble is ended.

Emma Goldman Held Without Bail.

PHILADELPHIA, Sept. 1.—Emma Goldman, who was arrested last night as she was about to enter Buffalo Hall to address a meeting of so-called unemployed workmen, was arraigned before Magistrate Clement this morning on a charge of uttering words in Union Square, New-York, which tended to incite to a riot.

Detective Sergeant Jacobs of New-York, who swore out the warrant for the woman's arrest, testified to the charge, and also said there are two additional warrants for the prisoner for addressing other meetings in New-York. The magistrate held Miss Goldman without bail to await a requisition.

Otto H. Lieble and Albert Hanson, who tried to rescue the woman from the detectives, were held in $1,000 bail each for court. Miss Goldman offered to go to New-York without the necessary papers, but she will be held until the requisition arrives.

MURRI IS A STRONG MAN.

An Italian Workman Easily Lifts Eight Men and Does Other Wonderful Things.

A strapping young Italian named Joseph Murri gave an exhibition of strength on the stage of the Fourteenth Street Theatre yesterday afternoon in the presence of Business Manager Maguire and a few others.

Murri has been employed as a stage helper at this theatre for a number of months past and has gained great glory among his fellows by his feats of heavy lifting, but has never appeared in public. The exhibition yesterday was given at the suggestion of Mr. Maguire, in order that Murri should prove, if possible, that he is really as strong as he has claimed to be.

He raised two 56-pound dumbbells, one in each hand, from the ground to his head. He then put up a 100-pound dumbbell with his right hand, holding it at arm's length above his head, and with his left hand picked up one of the 56-pound bells from the floor and put it up at arm's length. After this he lifted a 150-pound dumbbell in both hands, and then raised the same bell and put it up with his right hand alone.

Then Murri buckled a leather strap one inch wide and an eighth of an inch thick about his chest, and, taking a deep breath, broke the strap. He then rigged himself in a stout leather harness and ascended a framework about 8 feet high. A platform weighing 100 pounds was set under the crossbeam on which he stood. Four chains made of three-sixteenths steel were fastened at the corners of the platform. Murri fastened the other ends of these chains to his harness. Then eight men, whose aggregate weight was 1,443 pounds, stepped upon the platform, making a total lift of 1,543 pounds. Murri broke his harness twice in this endeavor. Finally he heaved up the dead weight clear of the floor.

A horse, estimated to weigh between 1,200 and 1,300 pounds, was then easily lifted on the platform. Another feat was the breaking of heavy chains with his hands.

Murri was born in Rome in 1867. He is 5 feet 10 inches in height, and weighs 173 pounds. His flesh is hard as wood. His right biceps measured yesterday 14½ inches. The measurement of his chest uninflated was 42½ inches, and inflated 47 inches, showing the remarkable expansion of 4½ inches.

Funeral of Mrs. Bridget Scannell.

St. Stephen's Church, East Twenty-eighth Street, was crowded yesterday morning on the occasion of the funeral services of Mrs. Bridget Scannell, mother of John J. Scannell, President of the Fire Department, who died at her home, 48 East Thirtieth Street, on Tuesday. Among those present were: Richard Croker, Anthony Eickhoff, Henry W. Gray, Carl Jussen, Hugh Bonner, Joseph F. McGill, Rastus S. Ransom, Frank T. Fitzgerald, Robert B. Nooney, Patrick M. Haverty, Charles H. Duffy, Capt. James Nugent, James Keating, Michael Aylward, Michael Pardee, John Boyle, Charles Murphy, Michael Brien, Peter Hoffees, Peter Commorford, Matthew Murphy, George Maughan, Patrick Cody, Lawrence Collins, John O'Connor, James Cassidy, and John McDonald.

Solemn requiem mass was celebrated by the Rev. Charles H. Colton, assisted by the Rev. Hugh J. Kelly as deacon and the Rev. Thomas O'Connor as sub-deacon. Under the direction of Dr. Frank Dossert, the organist, a full choir rendered Mozart's requiem mass and the solos of the "Liberere Me" with much impression. At the close of the services the body was taken to Calvary Cemetery for burial.

Miss Silvia Danced in the Streets.

Aggie Silvia, one of the many co-respondents in the divorce suit which "Baroness" Blanc lost, was sentenced yesterday to Blackwell's Island for two months by Justice Hogan in the Jefferson Market Police Court.

"I never was arrested for anything but drinking," she said to the Justice, "and I do not think that is very bad."

"I do," said the Justice.

Miss Silvia was arrested late Thursday night for singing and dancing in Twenty-eighth Street, near Sixth Avenue. She was very much under the influence of liquor, and it required two policemen to carry her to the West Thirtieth Street Police Station. She fought them all the way to the station.

MONEY PAID IN PENALTIES.

Ship Contractors Have Refunded More than $200,000 to the Government.

WASHINGTON, Sept. 1.—The Government has recovered nearly $200,000 from ship contractors in the way of penalties. Most of the penalties are for delays, although in several instances they are on account of failure to attain the required indicated horse power. In nearly every case the contractor disputes the justice of the penalty, and his only remedy is an appeal to Congress. In cases where the department believes that the claim is a proper one, a recommendation in behalf of the contractor comes from the Secretary, as in the case of the Charleston, built at the Union Iron Works, and the Petrel, built by the Columbian Iron Works of Baltimore.

In the case of the former ship $33,384 was refunded, and on the latter vessel $56,450 was handed back. The penalty in the case of the Petrel represented nearly one-quarter of the contract price, and the original bid was said by shipbuilders to allow little profit for the contractors. The Petrel was the first naval vessel built by the Baltimore firm, and they encountered obstacles from new contractors. The firm was finally compelled to pay $485 on account of a failure of the engines to reach the required horse power, but the sum was small compared with that exacted of the builders of the Monterey.

The largest penalty which has been exacted of any shipbuilder doing work for the Navy Department was on account of the Vesuvius, which, in one way or another, has cost the Government a good deal more than she is worth. The Cramps built the so-called dynamite cruiser in 1887 for $350,000, and were compelled to pay the Government $39,700. The next largest penalty—$33,384—was that exacted of the Union Iron Works on account of the Charleston, which was refunded. Finally $3,550 was deducted. The Monterey cost its builders, also the Union Iron Works, $32,823, owing to the inability of the engines to sustain the required indicated horse power. The Cramps paid $19,100 out of the contract price of $1,325,000 in penalties on the Philadelphia. The same firm lost $7,625 on account of delays on the Baltimore, while the gunboat Yorktown, to build which the Cramps charged $455,000, cost them $7,575. In the case of the Newark, for which the Cramps were to receive $1,248,000, there was a deduction of $6,050 from the contract price.

The sister gunboats, the Bennington and Concord, cost the contractors $5,350 and $3,250 respectively, the contract price being in each case $490,000. The San Francisco, another of the Union Iron Works cruisers, cost the builders $3,700 of the $1,428,000 bid for the construction of the vessel. The Bath Iron Works are paying time penalties on two vessels, the Castine and the ram Katahdin. So far nearly $1,500 has been deducted on account of the Castine and nearly $3,000 on account of the Katahdin. The penalty of $1,450 exacted of the New-England firm in the case of the Machias has been refunded.

The Iowa Iron Works, which is building the Ericsson, the torpedo boat, under difficult conditions, on an inland river, will be charged, probably, a time penalty. The time has been extended, and the penalty of $585 already charged the firm has been refunded.

BROKER HATHAWAY'S FAILURE.

Banks Will Suffer and His Assets Will Not Cover the Liabilities.

FALL RIVER, Mass., Sept. 1.—Broker Hathaway, whose failure was announced this morning, had been doing business with the Metacomet and Second National Banks, but they became suspicious some time ago and suspended dealings with him. Now that the story of his transactions is out, it surprises business men that they could have been carried on so long undetected. Bankers are in a very much disturbed frame of mind.

It is said on good authority that Broker Hathaway has sold cotton half a cent below the market price within a year, in an endeavor to raise ready money to tide him over a hard place. The Assessor's records for 1892 show Hathaway's property to have been valued at $41,250.

The two banks in the city that are reported to have some form of legal protection are the B. M. C. Durfee Trust Company and First National. They hold warehouse receipts for $11,000 and $19,000 respectively.

It was expected this evening that Hathaway would be placed under arrest on the charge of forgery, but after a conference of Directors of the banks it was decided to wait until to-morrow before taking action.

The liabilities of Mr. Hathaway are stated to be as follows: First National Bank, $25,000; B. M. C. Durfee Trust Company, $25,000; Massasoit Bank, $24,000; Union Bank, $29,000; Pocasset Bank, $14,000; Bourne Mills, $20,000; Fenner Brownell, $2,500; accounts and small personal bills, $5,200; on real estate mortgages, $35,000; total, about $170,000.

His assets are represented as being: Equities in stocks, $2,000; $37,000 in accounts, $34,000 in equities in real estate, besides warehouse receipts aggregating about $27,000, most of them supposed to be good. The item of $37,000 in accounts is estimated as not worth more than from $7,000 to $10,000. It is believed that the equities in real estate are too high by several thousand dollars.

The First National Bank has warehouse receipts amounting to $1,900, the Trust Company $11,000, Fenner Brownell $2,500, Bourne Mills $12,000. All the cotton for which these receipts have been given has not yet been found. Until it is discovered, the value of this security cannot be determined. If the cotton has been sold for which warehouse receipts have been issued, the offense will prove very serious, as the warehouse laws are said to be specially stringent.

The unsecured liabilities are about $110,000 against which are assets of not over $40,000 leaving a deficit of fully $70,000. It is claimed that $40,000 has been lost through Southern buyers, but no explanation is vouchsafed of the remainder.

APPOINTED BY THE PRESIDENT.

WASHINGTON, Sept. 1.—The President sent to the Senate to-day the following nominations in addition to a lot of new appointments of customs officers:

LORION MILLER of New-Mexico, to be Secretary of New-Mexico.

Registers of Land Offices.—EDWARD PHILLIPS of Louisiana, at Natchitoches, La.; R. W. PATTERSON of Georgia, at Enid, Oklahoma Territory; J. E. MALONE of Wisconsin, at Perry, Oklahoma; W. N. HAMMOCK of Tennessee, at Woodward, Oklahoma; F. P. ALEXANDER of Texas, at Alva, Oklahoma.

Receivers of Public Moneys.—J. J. S. HASSLER of South Dakota, at Enid, Oklahoma; J. H. KING of Alabama, at Perry, Oklahoma; D. H. PATTON of Indiana, at Woodward, Oklahoma; R. H. ALLEN of Mississippi, at Alva, Oklahoma.

Agents for Indians.—E. L. THOMAS of Indian Territory, at the Sac and Fox Agency in Oklahoma; R. M. ALLEN of Illinois, at the White Earth Agency in Minnesota; PETER COUCHMAN of South Dakota, at the Forest City Agency in South Dakota; J. A. SMITH of Mississippi, at the Yankton Agency in South Dakota; BEAL GAITHER of Oregon, at the Siletz Agency in Oregon; H. E. WILLIAMSON of Arkansas, at the Quapaw Agency in Indian Territory.

FRANK DALE of Oklahoma Territory, to be Chief Justice of the Supreme Court of the Territory of Oklahoma; HENRY W. SCOTT of Oklahoma Territory, to be Associate Justice.

Ownership of Sheep Causing Trouble.

WASHINGTON, Sept. 1.—The trouble on the Mexican border over the attempt of Mexican officers to drive a flock of 3,000 sheep from the United States to Mexico is still serious. A telegram received at the War Department this morning from Gen. Wheaton, commanding the Department of Texas, states that two troops of the Fifth Cavalry, with scouts, will march from Fort Ringgold at noon to-day for Havana, the scene of the trouble, to support the twenty men under Capt. Forbush who have the Mexican officers and the sheep in charge. The telegram also states that the commanding officer at Fort Ringgold has received unofficial information that Col. Mistre of the Mexican Army is coming up the Rio Grande to Havana from Reynosa with a force of men.

The War Department is making an effort to secure detailed information as to the ownership of the sheep.

Democratic Delegates.

ROCHESTER, N. Y., Sept. 1.—The Democrats of the Second District of Monroe County have elected John B. Howe, Stephen Rauber, and Richard H. Schooley delegates to the State Convention. Resolutions were adopted strongly indorsing the Administration. The contest in the caucuses has been between the friends and opponents of William H. Tracy, the present member of the State Committee. The delegates chosen are opposed to Mr. Tracy's re-election.

For the Unemployed of Chicago.

TOPEKA, Kan., Sept. 1.—The Northwest counties are collecting wheat, corn, and provisions for the unemployed of Chicago. Phillips has already shipped two carloads and will send another. The other counties, including Sherman and Cheyenne, the extreme western counties, will each contribute a carload, to be shipped immediately.

MUNICIPAL BUILDING PLANS

THE COMMISSIONERS HAVE CLOSED THE COMPETITION.

Architects to the Number of 130 Are Now Waiting for the Award—Plans Sent from Liverpool, Paris, Canadian Cities, and from a Dozen American Cities Other Than New-York—County Clerk Purroy Wants a Change of the Site Made.

The New Municipal Building Commission met in the Mayor's office at noon yesterday, Acting Mayor McClellan presiding, received the plans for the new building that had been submitted by 130 architects, and closed the competition.

Just on the stroke of 12 the one hundred and thirtieth plan was filed by a man who said his plans had been in a railroad accident. He had telephoned the Controller earlier in the day, explaining the reason for the delay and asking for an extension of time. Three belated sets of plans came in after the competition was closed. One set arrived at 12:40. It was brought by a man who said he was delayed because he was not allowed to take his packages on the surface or elevated roads. A dispatch from Peoria, Ill., stated that a set of plans had been shipped from there at 10 o'clock yesterday forenoon. When the Commissioners meet again they will decide as to whether these plans shall be admitted to the competition or not.

In 1888, when the Sinking Fund Commissioners called for plans for a new City Hall, only twenty designs were submitted. As near as can be ascertained, 108 of the 130 plans now submitted are the work of New-York City architects. Only twenty-two have express shipping labels on the envelopes or boxes. One set came from Liverpool, another from Paris, three from Chicago, two each from St. Louis and Denver, and one each from Atlanta, Washington, Philadelphia, Cleveland, Montreal, Toronto, Kansas City, St. Paul, Boston, Richmond, Poughkeepsie, New-Britain, Conn., and Lexington, Ky.

Controller Myers credited the big interest in the competition to the offer of five equal prizes of $2,000 each, which will go to the five adjudged to be next best to the successful competitor. The plans submitted are said to represent a total valuation of nearly $150,000.

County Clerk Purroy announced that he had prepared an argument urging that the site selected for the building be changed, but that in view of the absence of Mayor Gilroy he would not present it until the next meeting. He asked that he be considered as not voting on the resolution closing the competition. When it was ascertained, however, that his vote was necessary because there was only a quorum present, he voted with the understanding that he might move a reconsideration of the resolution fixing the site, for the purpose of presenting his argument at the next meeting. Mr. Purroy believes that the County Court House should be taken down and its site made part of the site of the new municipal building. The commission authorized the Controller to fit up a room in the Stewart Building for an exhibition of the plans, but they will not be opened and displayed until the New Municipal Building Commission holds another meeting after Mayor Gilroy's return from the World's Fair.

WILL NOT DELAY THE CABLE.

Work on the Third Avenue Road Not Stopped by the Engineer's Resignation.

Secretary Alfred Lazarus of the Third Avenue Railroad Company said yesterday that the resignation of Chief Engineer Lighthall, who, with his entire staff, left the employment of the company, would not have the effect of delaying the completion of the cable road. He believed the work would be finished inside of two months.

Mr. Lazarus said there was no truth in the statement that operations had been suspended in consequence of Mr. Lighthall's resignation. Superintendent Robertson, who constructed the Tenth Avenue and One Hundred and Twenty-fifth Street cable lines, will superintend the work until the services of another engineer have been secured.

Treasurer Beaver, when questioned as to the cause of Mr. Lighthall's resignation, said:

"Mr. Lighthall is an excellent engineer, but he is irritable. Every time things did not suit him he threatened to resign. He did resign at one time, but the Directors took no action in the matter. The trouble arose in consequence of my having taken Lighthall's son to task, as Inspector, for not keeping the men under him up to the mark in work. Young Lighthall complained to his father, and his resignation followed.

"As a matter of fact, the cable road, so far as construction is concerned, is completed. All that remains to be done is to construe the curves into the station at Sixty-sixth Street, and put the cables and machinery for operating them into position. So far as the placing of machinery is concerned, Mr. Lighthall had nothing whatever to do with that part of the work. It was because of Mr. Lighthall that Mr. Wharton of Philadelphia, the contractor who first undertook the work, gave up the contract. He could not stand the eccentricities of the engineer."

It was stated that the chief cause of complaint against Mr. Lighthall was that he expended too much money. His statement is that all the work was carried out in accordance with the original plans, and that there was no needless expenditure.

No Fears for the Alvo's Safety.

Pim, Forwood & Co. of 22 State Street, agents for the Atlas line steamship Alvo, which sailed from this city on Aug. 16 and has not been heard from since, do not think the vessel has met with any disaster. She should have arrived at the West Indies Aug. 21.

Mr. Forwood said yesterday: "I do not see why there should be any cause for alarm simply because we have not heard from the vessel. Telegraphic communication in many places where she might possibly touch is most meagre, hence we would not be likely to hear. She may have met with some trifling accident, but this, at the furthest, is all that need be feared. In regard to her being out in the hurricane which swept the Southern coasts, that is hardly possible, as she would have had time to reach a place of safety before it came on."

Struck on Table Rock and Sank.

While towing a float loaded with freight cars yesterday afternoon, transfer tug No. 2 of the New-York, New-Haven and Hartford Railroad ran on Table Rock, just south of Blackwell's Island, in the East River.

The tug was running down stream. She struck bow on and settled over on her starboard side, her rail lying under water.

The steam lighter Long Island, which was lying at the Long Island Railroad dock, put out to the half-sunken tug's assistance and took the crew off. The float was cut loose and a neighboring tug towed it to its destination in Jersey City.

No More Yellow Fever at Brunswick.

The yellow fever plague which has been scourging Brunswick, Ga., is over.

William H. Haworth, who has been for many years the general agent of the Ocean Steamship Company of Savannah, has received from the Mayor of Brunswick the following telegram announcing the fact:

BRUNSWICK, Ga., Aug. 30, 1893.

To William H. Haworth, 375 Fifth Street, Brooklyn:

Tell the people of the North that the last case of yellow fever, reported seven days ago, is now well and that there is not even the suspicion of another about us.

E. W. LAMB, Mayor.

Property Owners Must Bear Expense.

When the Board of Street Opening and Improvement met in the Mayor's office yesterday it passed a resolution, upon the advice of Corporation Counsel Clark, rescinding its action authorizing the opening of about forty streets in the Annexed District under the old law, which divided the expense equally between the property owners and the city. The board then resolved to open these streets under the law of 1893, which requires the property benefited to bear all the expense.

Failure of an Old Umbrella Firm.

Conklin Smith and Peter F. Manning, doing business as the Smith Manufacturing Company at 123 Fulton, 23 Barclay, and 112 East One Hundred and Twenty-fifth Streets, made an assignment yesterday to John H. Clapp. The firm manufactured umbrellas, flags, banners, leather fire hats and belts, and retailed hats, umbrellas, shoes, sporting goods, and uniform clothing.

Mr. Smith has been in business about twenty-five years, and Mr. Manning has been with him for nearly as long.

TWO NEW TORPEDO BOATS.

Auxiliaries to the War Ships Maine and Texas Which Are Wonders.

WASHINGTON, Sept. 1.—The miniature torpedo boats which are to be carried on the decks of the battle ships Maine and Texas are wonders of engineering efficiency. The boat for the Texas will be of 12 tons displacement and the other will be of 14.8 tons. They will be swung into the water from the top of the superstructure by great cranes, and will be used in the midnight attacks which form part of the vision of the naval warrior. The little boats will be fitted each with one propelling engine of the quadruple-expansion type working a single screw. It is estimated that the indicated horse power of the Texas's boat's engine will be 155 and that of the Maine boat's engine 200 when the screw is making 675 revolutions. The engine will be vertical inverted, with the cylinders placed in order of size over the shaft, the high-pressure cylinder being forward.

The shafts and working parts generally will be forged of mild, open-hearth steel, the piston and connecting rods to be oil tempered. The shafts and crank pins will be hollow. The framing of the engines will consist of forged steel columns stayed by diagonal braces in such a way as to give firm support to the slides. The engine bedplate will be of plate steel, supported on keelson plates built in the vessel and stiffened by an angle iron running fore and aft on each side of the engine. The condenser will be made entirely of composition and copper, and will have a cooling surface of about 130 square feet, the water passing through the tubes.

There will be two single-acting air pumps, worked by gearing off the forward end of the main shaft. The circulating pump will be of the centrifugal type, worked independently and of sufficient capacity to condense all the steam generated in the boiler when lying idle. The circulation when going ahead or astern will be maintained by means of scoops over the injection and out-board delivery. The propeller will be of manganese bronze or approved equivalent metal.

There will be one water-tube boiler on each boat, placed in a separate compartment forward of the engine. It will be constructed for a working pressure of 250 pounds per square inch and have about 12 feet of grate surface with 480 feet of heating surface. The forced-draught system will consist of one blower situated on the after bulkhead and discharging into a closed fireroom. Bulkheads and doors will be fitted where necessary to make the fireroom air-tight. In the Texas's boat there will be one smokepipe and in the Maine's boat there will be two stacks, situated forward and placed far enough apart on opposite sides of the ship to allow the torpedo boom to rig between them.

The main feed pump will be placed in the fireroom and a smaller auxiliary feed and bilge pump in the engine room, both delivering into the main feed pipe. Two feed tanks will be provided in each boat, that in the Texas's having a combined capacity of 70 gallons and that in the Maine's boat of 90 gallons. The weight of all machinery and boilers, including auxiliaries and water in the boilers, condensers, and pipes, as well as the spare parts and tools, must not exceed 9,900 pounds on the Texas's boat and 12,000 pounds on the Maine's boat.

Marine engineers take a good deal of interest in these little boats, for they contain as much bottled-up energy as anything afloat. The torpedo boat, at its best, appears to be nothing more than combined vitality and destruction. Within a thin and narrow shell there is an engine of remarkable force and a projectile of unusual deadliness. The little torpedo boats of the big battle ships are the best of their type, for they are the latest and concentrate what was before condensed.

KANSAS BALANCES MAY GO.

Talk of Removing the State Fiscal Agency from New-York to Topeka.

TOPEKA, Kan., Sept. 1.—Bank Commissioner Breidenthal has received reports from 200 banks in response to his circular notifying them that they cannot carry over 2 per cent. reserve with their New-York correspondents. Mr. Breidenthal says that these reports show that the New-York banks owe the Kansas banks $159,000, while eight Kansas banks owe New-York $46,000, of which sum one Wichita bank owes $25,000.

One of the bankers, H. R. Crowell of Columbus, in his report suggests that it would be the proper thing to remove the fiscal agency of the State from New-York to Topeka. He would rather do his business through a Western city, as all bankers are now compelled to keep a New-York account. He does not refer to his exchange business, but solely to such business as is covered by State funds. He therefore desires the abandonment of the New-York fiscal agency for the payment of all bonds and interest and for business of that character.

Assistant State Treasurer George Seward, who really acts as Treasurer, said he considered the suggestion a good one, but in transferring the business to Topeka it should not be made a part of the business of the State Treasurer to handle the accounts, which number over 5,000 and include almost every city, township, and school district in the State. It would be a great saving to the State if, as suggested by Banker Crowell, the funds were transferred to one of the Topeka banks.

President John R. Mulvane of the Bank of Topeka, when shown Mr. Crowell's letter, said the suggestion was a good one. The transfer should have been made long ago. The fiscal agency in New-York now received one-eighth of 1 per cent. as its commission for keeping the accounts of the State of Kansas.

"We formerly paid one fourth of 1 per cent.," said Mr. Mulvane, "but during the last Administration Gov. Humphrey sent me to New-York to see if we could not get our accounts held for less than that. I succeeded in getting the Fourth National Bank to cut the commission. We were then paying one-half. I believe that is too much. The accounts could be handled in Topeka for much less. On small checks one-eighth of 1 per cent. is none too much, but the larger amounts, on over $2,000, could be handled for a less sum.

"The fiscal agency was created by legislative enactment, and can be changed only by the Legislature. The State Treasurer and the Bank Commissioner will both make recommendation to this effect. With a Populist body, there is no question but that their recommendation will be carried into effect."

This proposition is the outgrowth of Gov. Lewelling's scheme of "commercial secession."

LOVED SELMA, MARRIED "GOODY."

Selma Obligingly Loaned a Ring for the Wedding and Acted as a Witness.

Oscar Hiller, the young Swede who was confined in Raymond Street Jail, Brooklyn, because he could not decide whether to marry "Goody" Petersen or Selma Johnson, settled the matter yesterday by marrying "Goody." "Goody" and Selma visited the jail together yesterday morning, and Pastor Everson was also there. Hiller was called into the jail parlor.

"Which of these young ladies will you marry?" asked the pastor. Hiller expressed a preference for "Goody." Selma began crying and said she would give up the fight, but would not congratulate the couple.

Pastor Everson then repeated the marriage ceremony. In the midst of it Selma handed her lover her ring, and he placed it on "Goody's" finger. It was found necessary to have some one sign the marriage certificate as a witness, and Selma was persuaded to put her name to the document.

"I love 'Goody,'" Hiller said, "but I love Selma more." He asked Selma what she would do now, and she said she would get another lover very soon.

Hiller was released from jail soon after the ceremony, and said he would take his bride to Bridgeport, Conn.

Sending Many Contract Laborers Back.

There are either more contract laborers coming to this country now than came when Republican officials controlled the Immigration Bureau, or else the present Inspectors are more vigilant. At all events, there are more of them going back now than ever before.

For the months of July and August, 1892, there were detected and sent back to the ports whence they came 183 contract laborers. For the corresponding months of this year, there were returned 525 contract laborers. Of this number, 30 per cent. were Italians, 38 per cent. were Austrians and Poles, 9 per cent. were Hungarians, and 9 per cent. were unclassified. Germany, Sweden, England and Scotland each furnished 3 per cent. of the number that were excluded.

Railroad Shopmen on Strike.

ST. LOUIS, Sept. 1.—Word was received here to-day that 600 shopmen employed by the Louisville and Nashville Railroad at Decatur, Ala., quit work at midnight and the shops are deserted. No trainmen have deserted their posts, and no trouble is expected with them at that point. In the yards at St. Louis all the men are at work, and no signs of a strike are apparent.

National Banks to Resume.

WASHINGTON, Sept. 1.—The following national banks, which recently suspended payment, have to-day been permitted to reopen their doors for business: The American National Bank of Nashville, Tenn.; the First National Bank of Grundy Centre, Iowa; the First National Bank of Harrisonville, Mo.

COMMERCIAL AFFAIRS.

NEW-YORK, Friday, Sept. 1, 1893.

COFFEE—The spot market is dull, but steady, at 16½@16⅝c for No. 7....Sales, 1,500 mats interior Padang at 23c and 450 bags Central American on private terms....In the option line, sales and exchanges of 1,750 bags of Rio were made here, with the market closing dull at 5 points advance to 5 points decline. Havre was irregular at ¼f decline. Hamburg was quiet at ½ pfennig advance. September deliveries stood at the close at 15.20@15.25c, October at 15.45@15.50c, (selling at 15.40@15.50c for 1,250 bags,) November at 15.35@15.45c, December at 15.30@15.40c, (selling at 15.35c for 500 bags,) January at 15.25@15.35c, February at 15.10@15.20c, March at 15.10@15.20c, and May at 14.90@15c....Stock of Rio and Santos at New-York to-day, 168,231 bags, and at the other distributing ports, 62,564 bags....Warehouse deliveries here yesterday, 5,554 bags.

COTTON—Futures were active and closed at an advance of 18@22 points, on free covering by shorts and a bad crop report expected to-morrow, with Liverpool higher....Aggregate business in future deliveries here to-day, 200,200 bales....September deliveries stood here at the close at 7.54@7.56c, (selling at 7.50c for 200 bales,) October at 7.74@7.75c, (selling at 7.53@7.80c for 25,200 bales,) November at 7.89@7.90c, (selling at 7.68@7.96c for 25,700 bales,) December at 7.99@8c, (selling at 7.78@8.06c for 42,100 bales,) January at 8.09@8.10c, (selling at 7.87@8.17c for 100,800 bales,) February at 8.17@8.19c, (selling at 8.02@8.23c for 3,200 bales,) March at 8.27@8.28c, (selling at 8.09@8.30c for 2,500 bales,) April at 8.36@8.38c, and May at 8.45@8.47c, (selling at 8.22@8.34c for 500 bales.)...And for prompt delivery 336 bales sold to spinners at 3-16c advance; middling, 7 13-16@8 1-16c....Port receipts to-day, about 3,000 bales, against 3,681 bales same day last year, and for the week, 17,000 bales, against 13,231 bales last week.

FLOUR AND MEAL—The market has resumed its old tone of weakness, owing to the decline in wheat, and the trading is fair....Sales were about 18,500 pkgs, including 1,000 bbls Winter wheat straights at $2.95@$3.25, 200 bbls Winter wheat patents at $3.70, Winter wheat clears at $3, Spring wheat clears at $3, 300 bbls Spring wheat straights at $3.75, 5,100 bbls Spring wheat patents at $4@$4.10, and fancy up to $4.30; 4,000 bbls City Mills at $3.80@$3.85 for the West Indies, 2,000 bbls City Mills patents at $4.25@$4.50, 1,200 sacks No. 1 at $2.40, 600 sacks No. 2 at $2.25, fine at $1.95, rye mixtures at $2.70, supers at $2.15, 1,000 bbls Spring bakers' at $2.70, and 3,000 sacks 20 grade at $1.65....Arrivals since our last, 9,208 bbls and 16,866 sacks, and export clearances hence, 4,815 bbls and 13,845 sacks, and from four Atlantic ports, 81,037 bbls and sacks....And of RYE FLOUR, 225 bbls sold, in lots, at steady prices, bulk poor to choice superfine, at $3@$3.25, and fancy at $3.30....And of CORN-MEAL, 500 bbls Brandywine sold at $2.75; city coarse yellow, in bags, quoted at 88c; fine yellow, $1.05....HOMINY CHOPS quoted at 85c....FEED at steady prices; quoted, 40 to 60 lb, at 80c....COTTONSEED MEAL quoted at $1.25@$1.30 ₩ 100 lb....RYE dull; lower; Western and State quoted at 50@52c, from track and for boatloads....BARLEY MALT neglected; Canada, country-made, 85c@$1; two-rowed State, 70@75c; six-rowed do, 80@85c; Western, 65@80c.

WHEAT—Spot was moderately active at a decline of ¾@1c. Sales, 121,000 bushels, of which 104,000 bushels to shippers, including 16,000 bushels No. 1 Northern at ⅜c under December or ½c over September, delivered; 8,000 bushels No. 2 red at September price, delivered, and 80,000 bushels ungraded red 68½@69½c, delivered, or 1@1½c under September. The trade bought 16,000 bushels No. 2 red, Detroit, at 69½c, delivered, and 1,000 bushels No. 3 red at 66½c, elevator....Quotations for spot wheat at the close, free on board: No. 2 red, cash, at 68⅝c, store; do, late September, at 70½c, afloat; No. 1 hard scarce; No. 1 Northern, afloat, at 70⅛c; No. 2 hard, afloat, at 70½c....The clearances hence since our last were 65,355 bushels, and from the Atlantic ports 290,272 bushels....The receipts here to-day were 135,600 bushels, and in the interior 275,596 bushels, while at all Atlantic ports they reached 199,631 bushels....Options were fairly active in a switching way, and prices declined ¾@1⅛c as following the West, and on reports of local financial trouble, with contract deliveries of 700,000 bushels, and the close weak....Future sales were 4,015,000 bushels, including 1,550,000 bushels September at 68¾@69⅝c, closing at 68⅝c; 900,000 bushels October at 70⅛@71, closing at 70⅛c; 20,000 bushels November at 72⅝@73⅛c, closing at 72⅝c; 1,525,000 bushels December at 74⅛@75⅜c, closing at 74½c; 20,000 bushels May at 81⅛@82¼c, closing at 81⅛c.

CORN—Spot was quiet and steady at a decline of ½@¾c. Sales, 58,000 bushels, including 10,000 bushels No. 2 mixed at 45@45¼c and 48,000 bushels do at 45¼@45⅜c, delivered....The receipts for the day were 12,000 bushels, and at the Atlantic ports 39,246 bushels, with, in the interior, 465,007 bushels....The clearances hence were 5,272 bushels, and from the Atlantic ports 192,697 bushels....Options were dull and ½@¾c lower, on free offerings and weaker West, with contract deliveries of 180,000 bushels....The sales of options were 515,000 bushels, including 260,000 bushels September at 44¾@45c, closing at 44¾c; 170,000 bushels October at 45⅛@45⅜c, closing at 45⅛c; 25,000 bushels November at 46⅛@46½c, closing at 46⅛c; 60,000 bushels December at 46½@46⅝c, closing at 46⅝c.

OATS—Spot was in light jobbing demand at firm prices....Sales, 107,000 bushels, including No. 2 white, in elevator, at 33@33½c for 34,000 bushels; No. 3 white at 32¼c for 2,000 bushels; No. 2 white clipped at 35c; No. 3 do at 34c for 10,000 bushels; No. 2 mixed at 30@30½c for 47,000 bushels. No. 3 do at 29½c; rejected white at 31c; rejected mixed at 28½c; No. 2 Chicago at 31½c; track mixed at 30@32c for 2,000 bushels, and track white at 33@39c for 22,000 bushels....Options were ⅛@¼c lower; and moderately active, closing weak. Contract deliveries were 125,000 bushels....Sales of options, 325,000 bushels, including 150,000 bushels September at 30@30⅛c, closing at 30c; 145,000 bushels October at 30¼@30⅝c, closing at 30¼c; 30,000 bushels November at 30⅞@31⅛c, closing at 30⅞c; December closing at 32c....The receipts here to-day were 101,850 bushels; exports, 15,002 bushels.

HOPS—The market is steady, but the inquiry continues light from brewers and shippers....Choice State quoted at 22c and the best Pacific coast at 21@22c.

METALS—Tin firm; spot quoted at 19.40c bid. Sales, 20 tons, spot, at 19.40c....Copper firm at 9.60c....Lead firm at 3.70c....Spelter nominal.

OILS—The market for cottonseed oil continues featureless. There was no demand, and prices were nominally unchanged, 32@33c for prime crude and 38@39c for prime yellow. Lard oil was without change and steady at 65c. Other oils were quiet.

PROVISIONS—The market for hog products at the West was quiet and irregular. The near-by deliveries of pork were advanced on bulling by packers, but otherwise the market was a shade weaker under larger receipts of hogs than expected. Pork closed 40@45 points up for September and October, but 10 points lower for January. Lard closed at a decline of 2½@5 points and short ribs were unchanged to 5 points higher....PORK quiet; steady; sales, 150 bbls; quoted at $16@$17 for mess, $17@$19 for short clear, and $18@$19 for family mess. At Chicago September closed at $15, October at $14.75, and January at $12.80; short ribs were extremely dull and prices made no decided change, closing at $8.70 for September, $7.85 for October, and $6.65 for January....DRESSED HOGS were in moderate supply, but with a slow demand, prices were easier; quoted at 8 1-16@8½c for 160 lb average, 7 7-16@7½c for 200 lb, 7 11-16@7¾c for 180 lb, 8 3-16@8¼c for 140 lb, 8¼c for 120 lb, and 8 5-16@8⅜c for pigs. Interior deliveries of hogs were 42,000 head....CUTMEATS were in slow demand, but steady, closing at 12c for pickled bellies, 12 lb average; 10@11c for pickled hams, and 6½@6⅝c for pickled shoulders. Of Western meats at Western prices sales were made of 175 tcs sweet-pickled hams, 18@20 lb, at 9c; 100 tcs skinned do at 9½c; 100 tcs California-cut do at 7¼c....BEEF was dull and unchanged; extra India mess, in tierces, at $14.50@$17....BEEF HAMS were without change and dull, with, at the West, $16.50 quoted, while here $17.50 was quoted....LARD—For Western steam the market was dull and prices eased off 5 points in sympathy with the West; cash was dull and unchanged at $8.40 nominal. Options—No sales; closing at $8.40 for September and $8.20 for October. City steam was steady at $7.50@$7.75; sales, 100 tcs; refined was easier at $9 for Continent and $9.20 for South America; compound was quiet at $7.62½@$7.75. At Chicago, September closed at $7.90; October at $7.75, and January at $7.10....TALLOW—Late yesterday there were sales of 50 hhds prime city at 4⅝c, and to-day the market was quiet and unchanged....STEARINE—Lard stearine was neglected and quoted nominally at 11c. Oleo stearine was unchanged and firm at 10½c, and recently sales were made of 50 hhds to go West at 10½c....BUTTER—The market is well sustained on the moderate receipts, while trading is of a fair character, especially for the better grades. Western extra creamery, 25½@26c; do, poor to prime, 17@23½c; State creamery at 25½@26c for extra tubs and 25@25½c for pails; State dairy, half tubs, best, new, 23½@24c; do, poor to prime, 19@22½c; imitation creamery, 15½@19c; Western dairy, 15½@18c; Western factory, 15@18c.

CHEESE—There was only a moderate trade to-day, but prices do not vary and show strength....Full cream State is within the range of 8½@9½c for large white, 9½@9¾c for colored, and 8½@9½c for small size; part skims at 2@8c, full skims at 1@1½c.

EGGS—A moderate, steady demand for desirable stock and a steady holding of prices....State and Pennsylvania, 17@17½c; Western, best, 15@16c; Western seconds, ₩ case, $2.25@$3.

RICE—The market remains unchanged and firm, with a very fair trade....Domestic, poor to choice, 2¼@5½c; Patna, 4½@4⅝c; Japan, 4½c.

SUGAR—Raw is entirely nominal and unchanged....Quotations: Muscovado, 89° test, at 3c; molasses sugar, 89° test, at 2¾c; centrifugal, 96° test, at 3½c....Refined are moderately active and firm....Cutloaf and crushed, 5⅝@5 13-16c; powdered, 5 7-16@5⅝c; granulated, 5 3-16@5⅜c; standard A, 5 3-16@5⅜c; off A, 4 13-16@5⅛c; yellow, 3⅞@4 15-16c.

TOBACCO—Trading continues slow and values are weak. Sales included 300 cases 1892 New-England Havana on private terms, 100 cases 1891 State Havana at 13@15c, 50 cases 1891 Zimmers at 11½@12½c, 150 cases 1892 Wisconsin at 4½@9c, 250 bales Havana at 59c@$1.05, 100 bales Sumatra at $2.80@$4.

WOOL—The business continues very light and values are hardly quotable....Sales, 32,000 lb Texas at 8@13c, 69,000 lb Montana at 12@16c, 4,500 lb scoured Territory at 40c, 20,000 lb fine unwashed, 20,000 lb pulled, 5,000 lb scoured Nevada, and 45,000 lb carpet on private terms.

FREIGHTS—The berth freight market is still in a waiting attitude, and the tone is weak. The only grain engagement transpiring was 16,000 bushels hence to Antwerp at 3¼d; besides which 5,000 sacks flour were booked for Antwerp at 15c, and 250 bales cotton for Liverpool at ⅛d. Rates to other ports are unchanged and nominal. The chartering demand for steamer and sail tonnage continues very light, and there is no change in rates. Charters: A British steamer, with 12,000 quarters grain, hence to Cork for orders at 2s 10½d; a British steamer, 1,778 tons, with cotton from New-Orleans to Liverpool at 37s 6d, September; a British steamer, 983 tons, West India time charter about £600 per month; a Norwegian steamer, 543 tons, hence to Central America and back, one trip, private terms; a Danish bark, 647 tons, with general cargo, hence to Brisbane at lump sum; a schooner, 778 tons, with an inward cargo of Mexican mahogany and cedar, hence to London at 18s 6d; a British bark, with lumber from Quebec to Buenos Ayres at $8; a bark, 919 tons, with general cargo, hence to Santos on private terms; a bark, 625 tons, with white pine lumber, hence to Demerara at $4.50; a schooner, with lumber from Wilmington, N. C., to Cape Haiti at $7 and port charges; a bark, 528 tons, with general cargo, hence to Ponce at $1,750 and port charges; a schooner, with logwood, from Port de Paix or Mole St. Nicholas to New-York at $3.25; a British schooner, with 100 tons wire and the balance coal from Hoboken to St. John, N. B., at $1.50 and 75c respectively; a British schooner, with coal from Hoboken to St. John, N. B., at 75c; a schooner, with lumber, from Satilla to New-York at $4.75; a schooner, with fertilizer, from Carteret to New-Berne at $1; a schooner, with fertilizer, from Carteret to Richmond at 80c; a schooner, with cement, from Rondout to Philadelphia at 13c.

COTTON MARKETS.

NEW-ORLEANS, Sept. 1.—Cotton firm; good middling, 7⅝c; middling, 7 5-16c; low middling, 7 1-16c; good ordinary, 6¾c; net receipts, 194 bales; gross, 224 bales; exports to Great Britain, 2,280 bales; coastwise, 888 bales; sales, 650 bales; stock, (corrected) 36,107 bales....Weekly—Net receipts, 3,358 bales; gross, 3,519 bales; exports to Great Britain, 5,149 bales; to France, 2,474 bales; coastwise, 5,201 bales; sales, 1,850.

SAVANNAH, Sept. 1.—Cotton firm; middling, 7 1-16c; low middling, 6 11-16c; good ordinary, 6 5-16c; net and gross receipts, 1,783 bales; exports, coastwise, 553 bales; sales, 350 bales; stock, 12,162 bales. Weekly—Net and gross receipts, 7,223 bales; exports, to the Continent, 1,500 bales; coastwise, 2,447 bales; sales, 1,925 bales; spinners, 135 bales.

GALVESTON, Sept. 1.—Cotton steady; middling, 7¼c; low middling, 6 15-16c; good ordinary, 6⅝c; net and gross receipts, 1,226 bales; exports, coastwise, 180 bales; stock, 17,286 bales. Weekly—Net and gross receipts 4,192 bales; exports, to Great Britain, 3,225 bales; coastwise, 1,731 bales; sales, 2,324 bales; spinners, 61 bales.

LIVE STOCK MARKET.

NEW-YORK, Friday, Sept. 1, 1893.

Receipts for this day:

	Beeves.	Cows.	Veals and Calves.	Sheep and Lambs.	Hogs.
Jersey City	1,234	3	151	1,673	864
Sixtieth Street	389	....	299	962	
Fortieth Street	....	....	....	....	2,222
Hoboken	761	....	24	443	....
Total	2,384	3	474	3,078	3,086

BEEVES—Receipts were 140 cars; 59 cars at Jersey City, 25 cars at Sixtieth Street, 30 cars at Hoboken, and 16 cars by the Lehigh Valley Railroad; 60 cars consigned to slaughterers, 31 cars for export, 49 cars for the market, with 4 cars carried over, making 53 cars on sale. Latest cable advices quote refrigerated beef lower at 8c ₩ lb, and American steers at 9@10½c, estimated dressed weight. Shipments to-morrow will be, by Eastman's Company, 1,660 quarters of beef in the Campania; Schwarzschild & Sulzberger, 170 cattle in the Europe; M. Goldsmith, 170 cattle in the Europe and 100 do in the Martello; J. Shamberg & Son, 326 do in the Ludgate Hill; N. Morris, 1,400 quarters in the Boston City. The market was very slow and barely steady; 5 cars unsold at the close. Texans sold at $3.50 ₩ cwt, common to prime native steers at $3.37½@$4.80, 1 extra do at $4.90, stags and oxen at $3.25@$4.25, cows at $1.40@$2.15, bulls at $2.10@$2.35. *SALES.*—D. M'PHERSON & CO.—15 Indiana steers, 1,388 lb average, at $4.55 ₩ 100 lb; 19 do, 1,366 lb, at $4.40; 8 Ohio do, 1,152 lb, at $4; 12 do, 1,245 lb, at $3.65; 19 do, 1,147 lb, at $3.60; 10 West Virginia do, 1,372 lb, at $4.30; 18 do, 1,402 lb, at $4.10; 9 do, 1,352 lb, at $3.90; 20 Virginia do, 1,240, at $4.05; 17 steers and oxen, 1,422 lb, at $4.25. S. SANDERS—12 Ohio steers, 1,558 lb, at $4.80; 4 do, 1,238 lb, at $4.40; 17 Illinois do, 1,266 lb, at $4.40; 16 do, 1,279 lb, at $4.15; 20 do, 1,123 lb, at $3.70; 18 do, 1,213 lb, at $3.75; 19 do, 1,107 lb, at $3.75; 18 do, 1,166 lb, at $3.75; 18 Kentucky do, 1,290 lb, at $4.25; 20 Texans, 1,053 lb, at $3.50; 20 do, 1,016 lb, at $3.50; 20 do, 990 lb, at $3.50; 18 stags, 1,076 lb, at $3.25; 3 cows, 953 lb, at $2.15. J. SHAMBERG & SON—18 Illinois steers, 1,392 lb, at $4.75; 10 do, 1,398 lb, at $4.65; 7 do, 1,438 lb, at $4.50; 20 do, 1,260 lb, at $4.25; 2 do, 1,140 lb, at $3.80; 43 Ohio do, 1,421 lb, at $4.75; 1 do, 1,460 lb, at $4.25; 23 do, 1,275 lb, at $4; 2 oxen, 1,560 lb, at $3.60. SHERMAN & CULVER—16 Indiana steers, 1,462 lb, at $4.65; 20 do, 1,401 lb, at $4.40; 1 do, 1,420 lb, at $4.90; 20 Ohio do, 1,220 lb, at $4.10; 20 do, 1,191 lb, at $3.80; 18 West Virginia do, 1,388 lb, at $4.25. NEWTON & GILLETT—18 Indiana steers, 1,259 lb, at $4.30; 41 do, 1,132 lb, at $3.37½; 19 West Virginia do, 1,340 lb, at $4.20; 20 do, 1,139 lb, at $3.80; 4 bulls, 1,192 lb, at $2.35; 20 cows, 878 lb, at $1.40. HUME & MULLEN—14 bulls, 903 lb, at $2.10.

SHEEP AND LAMBS—Receipts, at all yards, were 13 cars, including 5 cars consigned direct to slaughterers. Market dull for sheep, moderately active for lambs at steady prices. Sheep sold at $2@$4.25 ₩ cwt; lambs at $4.25@$6.25 for common to choice; mixed sheep and lambs at $3.25@$3.50. *SALES.*—NEWTON & GILLETT—30 Territory sheep, 103 lb average, at $4.25 ₩ 100 lb; 26 do, 103 lb, at $3.75; 245 Ohio do, 77 lb, at $2.60; 10 State lambs, 70 lb, at $6.25; 177 West Virginia do, 64 lb, at $5.90. D. M'PHERSON & CO.—179 Virginia lambs, 58 lb, at $5.10; 18 do, 47 lb, at $4.25; 73 Virginia sheep, 76 lb, at $2.87½; 12 do, 75 lb, at $2. S. JUDD & CO.—121 Pennsylvania lambs, 64 lb, at $5.50; 18 Pennsylvania sheep and lambs, 57 lb, at $5.50. M. COLLINS—121 Ohio lambs, 68 lb, at $5.75; 119 Ohio sheep, 81 lb, at $2.62½. WILKERSON & SHERMAN—89 Kentucky sheep, 102 lb, at $3.75. D. HARRINGTON—97 Western sheep, 106 lb, at $3.50; 85 do, 123 lb, at $3.75; 121 Kentucky lambs, 60½ lb, at $5.50. G. DILLENBACK—70 State lambs, 64 lb, at $6; 41 do, 62 lb, at $5.50; 16 sheep and lambs, 54 lb, at $3.25. HUME & MULLEN—89 State lambs, 53 lb, at $5.12½; 187 do, 61 lb, at $5.62½; 113 do, 76 lb, at $6.25.

VEALS AND CALVES—Supply light and market active at yesterday's prices. Common to choice veals sold at $5@$7.50 ₩ 100 lb, grassers and buttermilks at 3½@4c, fed calves at 4½c. *SALES.*—G. DILLENBACK—18 buttermilks and grassers, 188 lb average, at $3.75 ₩ 100 lb; 46 buttermilk calves, 184 lb, at $4; 15 fed do, 192 lb, at $4.50; 52 veals, 163 lb, at $7.75. HUME & MULLEN—8 veals, 96 to 150 lb, at $5@$7; 16 do, 153 lb, at $7.75. S. JUDD & CO.—3 veals, 140 lb, at $7.50.

HOGS—The arrivals were 21 cars: 5 cars at Jersey City and 16 cars at Fortieth Street. Market steady at $5.75@$6.25 for common heavy to choice light. *SALES.*—A. W. LAMB—27 State hogs, 250 lb, at $6.

BUFFALO, Sept. 1.—Cattle—Receipts last 24 hours, 1,880 head; total for week thus far, 12,340 head; for same time last week, 9,840 head; consigned through, 1,860 head; to New-York, 1,020 head; on sale, 20 head; market opened slow, with no very good steers on sale; closed dull; all sold; good butchers' cows, $2.75@$2.85; fair light steers, $3.20@$3.40. Hogs—Receipts last 24 hours, 12,300 head; total for week thus far, 53,400 head; for same time last week, 43,800 head; consigned through, 7,500 head; to New-York, 5,700 head; on sale, 4,500 head; market opened fairly active and stronger; closed steady; all sold; good Yorkers, $6.25@$6.30; fair, $6.15@$6.20; good mediums and packers, $5.90@$6.05; grassers, $5.75@$5.85; heavy ends, fair to good, $4.25@$5; stags, $3.25@$3.75. Sheep and Lambs—Receipts last 24 hours, 5,400 head; total for week thus far, 24,800 head; for same time last week, 31,600 head; consigned through, 3,400 head; to New-York, 2,400 head; on sale, 2,000 head; market opened a shade easier for all kinds; closed weak; good lambs, $5@$5.50; no very extra here; common to fair, $4@$4.75; good to choice ewes and wether sheep, $3.75@$4; common to fair, $2.75.

EAST LIBERTY, Sept. 1.—Cattle—Receipts light; prices unchanged; prime, $4.40@$4.60; good, $3.75@$4.10; rough fat, $3@$3.20. Hogs—Receipts light; prices unchanged; extreme heavy, $5.60@$5.75; medium tops, $5.85@$5.95; light tops, $6@$6.05; heavy Yorkers, $6.05@$6.10; pigs and light Yorkers, $6.10@$6.15; grassers, as to weight, $5.60@$5.85; roughs, $4@$5. Sheep—Receipts light; market steady; extra, $3.50@$3.75; good, $3.10@$3.40; fair, $2.25@$2.75; common, 50c@$1; Spring lambs, $2.25@$4.75.

ST. LOUIS, Sept. 1.—Cattle—Receipts, 2,300 head; market active and strong. Hogs—Receipts, 1,000 head; market 5@10c higher; heavy, $4.90@$5.40; mixed, $5@$5.60; light, $5.25@$5.75. Sheep dull; market steady.

CHICAGO LIVE STOCK.

CHICAGO, Sept. 1.—Cattle—Receipts, 5,000 head; steady; common to extra steers, $2.75@$5.25; stockers and feeders, $2@$3.25; cows and heifers, $1@$3.25.

Hogs—Receipts, 22,000 head; barely steady; heavy, $4.95@$5.50; mixed and medium, $5.10@$5.75; light, $5.40@$5.80.

FOREIGN MARKETS.

Fair Demand for Beef, Ham, and Bacon—Cotton Futures Firm.

LIVERPOOL, Sept. 1—3:45 P. M.—Beef in fair demand. Pork in moderate demand. Hams in fair demand. Bacon in fair demand; Cumberland cut, about 28 to 30 lb, steady at 55s 6d; shoulders, about 12 to 18 lb, steady at 37s. Cheese in moderate demand. Tallow in moderate demand. Spirits of turpentine in fair demand; firm at 21s 9d. Resin in moderate demand. Lard—Spot in moderate demand; futures in no demand. Wheat in fair demand. Flour in moderate demand. Corn—Spot and futures in fair demand; mixed Western, spot, steady at 3s 11¾d; September steady at 3s 11¾d; October steady at 4s ¾d; November steady at 4s 1¾d. Hops at London—Pacific coast in moderate demand.

4 P. M.—Cotton—Futures closed firm at the advance. American middling, low middling clause, September delivery, 4 18-64d, buyers; September and October delivery, 4 17-64@4 18-64d; October and November delivery, 4 18-64d, sellers; November and December delivery, 4 19-64d, value; December and January delivery, 4 21-64d, sellers; January and February delivery, 4 22-64@4 23-64d; February and March delivery, 4 24-64@4 25-64d; March and April delivery, 4 26-64@4 27-64d; April and May delivery, 4 28-64@4 29-64d.

LONDON, Sept. 1—4:30 P. M.—Produce—Sugar, 16s 7½d ₩ cwt for Cuba centrifugal polarizing 96° test; Calcutta linseed, August and September shipment, 41s 7½d ₩ quarter; linseed oil, 20s 9d@20s 10½d ₩ cwt. Provisions—American Refrigerator Beef—Fore quarters, 2s 4d@2s 6d; hind quarters, 3s 6d@3s 10d ₩ 8 lb by the carcass. Produce—Cocoanut Oil—Ceylon, 26s 6d@26s 9d ₩ cwt. Beet Sugar—September, 14s 4½d; December, 13s 9¾d.

LIVERPOOL, Sept. 1.—Provisions—American Refrigerator Beef—Fore quarters, 3¼d; hind quarters, 5⅞d ₩ lb.

ANTWERP, Sept. 1.—Petroleum—Fine pale American, 11f 87½c, paid and sellers.

HAVANA, Sept. 1.—Sugar quiet; 4,000 bags of centrifugal polarizing, 95°, were sold to-day at $3 gold ₩ quintal. Exchange quiet.

NAVAL STORES MARKETS.

Spirits of turpentine quiet and firm at 27½@28c; resins firm at 95c@$1 for common to good strained.

WILMINGTON, Sept. 1.—Resin steady; strained, 75c; good strained, 80c. Spirits of turpentine quiet at 24c. Tar steady at 90c. Crude turpentine firm; hard, $1; soft, $1.40; virgin, $1.40.

SAVANNAH, Sept. 1.—Spirits of turpentine, 24¼c bid. Resin—Not quoted.

STATE OF TRADE.

ST. LOUIS, Sept. 1.—Flour—Market nominally weak; patents, $3@$3.25; extra fancy, $2.75@$2.85; fancy, $2.05@$2.50; choice, $2.15@$2.20; family, $1.90@$2.05; rye flour, $3.25@$3.35. Wheat lower; September, 59½c; October, 61⅞c; December, 65⅞c; May, 72¼c. Corn lower; September, 34c; October, 34c; December, 33⅞c; year, 33⅞c; May, 36⅛c. Oats lower; September, 23½c. Eggs—Demand fair at 12½c ₩ dozen. Butter—Demand slow at reduced prices; separator creamery, 23@24c. Pork—New selling at $15.50; on orders, $16@$16.25. Lard—Prime steam quoted at 8c nominal. Dry-salt Meats—Shoulders, 7½c; long and clear ribs, 9½c; shorts, 9⅝c. Bacon—Boxed shoulders, 8¾c; longs, 10¼@10½c; clear ribs, 10¼@10⅝c; shorts, 10⅝@10⅝c. Closing Prices—Wheat—September, 62⅝c; December, 67⅝@67⅞c; May, 75⅛c. Corn—September, 37¼c; October, 37⅜c; May, 40⅞c. Oats—September, 23½c bid; October, 24¼c asked; May, 29⅜c asked. Pork—September, $15; October, $14.55 asked; January, $12.80. Lard—September, $7.92½ asked; October, $7.75 asked; January, $7.10. Short Ribs—September, $8.70 asked; October, $7.85@$7.87½; January, $6.65.

BUFFALO, Sept. 1.—Wheat—No demand for cost, insurance, and freight; No. 1 Northern, spot, quiet; sales, 18,000 bushels No. 1 Northern, 65½c; 2,000 bushels do, 65½c; No. 1 hard, spot, 70c; No. 1 northern do, 65½@65⅝c; do, cost, insurance, and freight, 63½c; Winter wheat quiet; No. 2 red, 65½c; No. 3 extra red, 63½c; No. 1 white, 66c asked. Corn dull; easy; No. 2 yellow, 44¾@45c; No. 2, corn, 42½c; No. 3 corn, 42¼c, store. Oats dull; weak; lower; offerings liberal; closing, No. 2 white, sold 30¾c; No. 2 mixed, 27c, track. Rye dull; No. 2, 59c asked. Flour firm; good demand; best Spring, $4@$4.10; Winter straights, $3.25@$3.35. Rye flour, $3@$3.25. Millfeed firm; unchanged. Canal freights weak; lower; wheat was shipped at 4c; seed, 4c; corn, 3¾c, to New-York. Receipts—Flour, 11,800 bbls; wheat, 108,500 bushels. Shipments—Canal—Wheat, 222,500 bushels; corn, 8,300 bushels; barley, 19,536 bushels. Railroad—Flour, 52,000 bbls; wheat, 53,000 bushels; corn, 33,900 bushels; oats, 112,000 bushels.

PEORIA, Sept. 1.—Corn firm; steady; No. 2, 37c; No. 3, 36c; receipts, 22,100 bushels; shipments, 9,100 bushels. Oats steady; inactive; new No. 2 white, 25¾c; new No. 3 white, 25¼@25½c; receipts, 72,600 bushels; shipments, 73,500 bushels. Rye nominal; receipts and shipments, none. Whisky—Market steady on the basis of $1.12 for high wines; receipts, none; shipments, 507 bbls.

PITTSBURG, Sept. 1.—Oil opened at 59⅝; highest, 60¼; lowest, 59¼, and closed at 60¼.

CHICAGO PRODUCE MARKET.

Prices for Wheat Ruled Lower, Corn Was Moderately Active, and Oats Easier.

CHICAGO, Sept. 1.—Wheat—The market attracted only a fair attention from the speculative element, and principally for the local account to-day. The orders from outside operators to-day were generally for small quantities. The short session of the board to-morrow and its adjournment over Monday (Labor Day) had some influence in checking business. Deliveries of wheat are very light, estimates of the amount going around varying from 400,000 bushels to 750,000. This was said to have gone into strong hands and should have had a strengthening effect, but it was more than offset by the realizing of buyers of yesterday.

The receipts at the principal points showed some enlargement, which had some slight general effect. The liberal stocks of flour and wheat in Liverpool, showing an increase equal to nearly 1,600,000 bushels during August, had a weakening effect. Outside markets were quiet and prices ruled lower. The principal business was in buying September and selling December. The difference between the two options was narrowed to 5½c.

The market opened unsettled and ¼@½c lower than yesterday's closing prices. A further decline of ¼@⅜c was caused by liberal selling by Ream and New-York houses. After the decline there was moderate buying credited to shorts, and prices were advanced ⅛@⅜c for September and ¼c for December.

After these wants had been provided for, an easier feeling prevailed, and prices gradually receded ⅝@⅞c, the market ruling rather tame, with slight fluctuations. About half an hour before the close the report that the Equitable Mortgage Company of New-York had been placed in the hands of a receiver having become generally known, the market became much more depressed and closed at practically the lowest prices of the day. The total recession from yesterday was 1⅛@1⅜c.

A moderate demand for car lots prevailed on local accounts, but the shipping demand was limited. Receipts of wheat were 175 cars.

Corn was only moderately active, the market ruling quiet most of the day, fluctuations covering but ½c range. The feeling developed was easier with the exception of a short spell at the opening. No new or important features were displayed, though the strength in September was quite noticeable. The demand was not near so urgent as yesterday, and after opening near the closing prices of yesterday, offerings became quite free, the action of wheat, combined with the heavy receipts, exerting considerable influence. There was very little support from local operators, and the price dropped ⅜@½c. Later there was a fractional rally, but at the close the net loss recorded was ⅝@1c. Outside markets were off ¼@½c, while cables showed an advance of ¼d, with a firmer feeling. The crop reports from west of the Mississippi continue favorable, but are unfavorable east of there. Deliveries on September contracts were very light. Stocks in Liverpool showed some increase during August. Lake engagements were reported at 429,000 bushels. There was a good demand for cash corn, offerings being very fair and shippers taking hold freely; prices, however, closed at the inside figures. Receipts of corn, 605 cars.

Oats were quiet and easier, most of the business consisting of changing from the near to the distant months. The deliveries on September contracts were 100,000 bushels. The demand for car lots was moderate and prices steady. Receipts were 153 cars.

There was scarcely anything doing in the speculative market for provisions during the first hour of the session. More was done on the call than in the pit. The inactivity early was continued throughout the session with a sale now and then, the general tone indicating a little strength, and offerings were quite scarce. A few transactions took place in ribs. At the close the market was firm at a moderate advance for pork, easy for lard, and steady for ribs. Receipts of products were very light, particularly for lard, and the shipments liberal, especially for meats. September pork opened at $14.50 and advanced to $15, closing at the latter price, an advance of 35c from yesterday's closing prices. September lard closed at 2½c decline from yesterday, and September ribs at 5c advance.

Estimated receipts for to-morrow are: Wheat, 108 cars; corn, 750 cars; oats, 385 cars, and 12,000 hogs.

The leading futures ranged as follows:

Articles.	Opening.	Highest.	Lowest.	Closing.
Wheat, No. 2—				
Sept.	63	63⅝	62⅝	62⅝@62¾
Dec.	68⅞	68⅞	67⅞	67⅝@67⅞
Corn, No. 2—				
Sept.	37⅞	37⅞	37¼	37⅜
Oct.	38⅛	38⅛@38¼	37¾	37¾@37⅞
Dec.	38⅜	38⅜	37⅞	37⅞@38
May	40⅞@41	41	40⅜	40⅜
Oats, No. 2—				
Sept.	23⅞	23⅞@24	23¾	23¾
Oct.	24⅜	24⅜	24⅛	24⅛@24¼
May	29⅜	29⅜	29¼@29⅜	29¼@29⅜
Mess pork, ₩ bbl—				
Sept.	$14.50	$15.00	$14.50	$15.00
Oct.	14.40	14.80	14.40	14.75
Lard, ₩ 100 lb—				
Sept.	7.90	7.95	7.90	7.92½
Oct.	7.75	7.77½	7.75	7.77½
Short ribs, ₩ 100 lb—				
Sept.	8.70	8.70	8.70	8.70
Oct.	7.90	7.90	7.87½	7.87½

Cash quotations were as follows: No. 2 Spring wheat, 62¾c; No. 3 Spring wheat, 57@60c; No. 2 red, 62¾c; No. 2 corn, 37⅜c; No. 2 oats, 23¾@24c; mess pork, ₩ bbl, $15@$15.05; lard, ₩ 100 lb, $7.90@$7.97½; short ribs, sides, (loose,) $8.85@$8.90; dry-salted shoulders, (boxed,) $7.25@$7.50; short clear sides, (boxed,) $9.25@$9.37½.

Articles.	Receipts.	Shipments.
Wheat, bushels	58,907	73,302
Corn, bushels	372,275	293,327
Oats, bushels	335,440	287,016

REFEREES AND RECEIVERS.

Referees Named Yesterday.

SUPREME COURT—*Van Brunt, P. J.*—Berry vs. Day—Graham McAdam. Broadway Savings Institution vs. Martin—John J. Adams.

COMMON PLEAS—*Giegerich, J.*—Matter of Alden—George P. Webster.

Bischoff, J.—Iselin vs. Stagg; Kingsland vs. Clark, (two cases)—Louis B. Hasbrouck.

SUPERIOR COURT—*McAdam, J.*—Bradley & Currier Company vs. Schuyler—Henry W. Eaton.

Receivers Appointed Yesterday.

SUPREME COURT—*Van Brunt, P. J.*—August Olmesdahl vs. Joseph M. Acton (two actions)—Joseph D. Clement. James C. Anderson vs. New-York Anderson Pressed Brick Company—George Kiem.

POST OFFICE NOTICE.

(Should be read DAILY by all interested, as changes may occur at any time.)

Letters for foreign countries need not be specially addressed for dispatch by any particular steamer, except when it is desired to send duplicates of banking and commercial documents, letters not specially addressed being sent by the fastest vessels available.

Foreign mails for the week ending Sept. 2 will close (PROMPTLY in all cases) at this office as follows: SATURDAY.—At 5:30 A. M. for FRANCE, SWITZERLAND, ITALY, SPAIN, PORTUGAL, and TURKEY, per steamship La Bourgogne, via Havre; at 6:30 A. M. for GERMANY direct, per steamship Elbe, via Bremen (letters for other parts of Europe, via Southampton, and Bremen, must be directed "per Elbe";) at 6:30 A. M. for EUROPE, per steamship Campania, via Queenstown, (letters for Germany, France, Switzerland, Italy, Spain, Portugal, and Turkey must be directed "per Campania";) at 7:30 A. M. for NETHERLANDS direct, per steamship Spaarndam, via Rotterdam, (letters must be directed "per Spaarndam";) at 8 A. M. for Scotland direct, per steamship Anchoria, via Glasgow, (letters must be directed "per Anchoria";) at 11 A. M. for CAMPEACHY, CHIAPAS, TABASCO, and YUCATAN, per steamship Orizaba, (letters for other Mexican States and Cuba must be directed "per Orizaba";) at 1 P. M. for INAGUA and CAPE HAITI, per steamship Dorian.

Mails for China and Japan, per steamship China, (from San Francisco,) close here daily up to Sept. *6, at 6:30 P. M. Mails for Australia, New-Zealand, Hawaiian, Fiji, and Samoan Islands, per steamship Alameda, (from San Francisco,) close here daily up to Sept. *16, at 6:30 P. M., (or on arrival at New-York of steamship Etruria with British mails for Australia.) Mails for the Hawaiian Islands, per steamship Australia, (from San Francisco,) close here daily up to Sept. *24, at 6:30 P. M. Mails for the Society Islands, per ship Tropic Bird, (from San Francisco,) close here daily up to Sept. *24, at 6:30 P. M. Mails for China, Japan, Hawaii, and Australia, via Vancouver, (specially addressed only,) close at this office daily at 6:30 P. M. Mails for Newfoundland, by rail to Halifax, and thence by steamer, close at this office daily at 8:30 P. M. Mails for Miquelon, by rail to Boston, and thence by steamer, close at this office daily at 8:30 P. M. Mails for Cuba, by rail to Tampa, Fla., and thence by steamer, (sailing Mondays and Thursdays,) close at this office daily at 2:30 A. M. Mails for Mexico, overland, unless specially addressed for dispatch by steamer, close at this office daily at 3 A. M.

Transpacific mails are forwarded to San Francisco daily and the schedule of closing is arranged on the presumption of their uninterrupted overland transit to San Francisco. Mails from the East arriving ON TIME at San Francisco on the day of sailing of steamers are dispatched thence the same day.

*Registered mail closes at 6 P. M. previous day.

Extra supplementary transatlantic mails are opened on the piers of the American, English, French, and German steamers at the hour of closing of supplementary mails at the Post Office, which remain open until within ten minutes of the hour of sailing of steamer. CHARLES W. DAYTON, Postmaster.

POST OFFICE, NEW-YORK, N. Y., Aug. 25, 1893.

The New-York Times
ALL THE NEWS FOR 3 CENTS

Travelers' Guide—Shipping.

NORTH GERMAN LLOYD S. S. CO.

SHORT ROUTE TO LONDON.
NEW-YORK, SOUTHAMPTON, BREMEN.
FAST EXPRESS STEAMERS.

I. cabin, $75 and upward; II. cabin, $45, $50 and $60 a berth. Steamers sail from foot of 2d St., Hoboken.

Elbe, Sat., Sept. 2, 10 A. M. Lahn, Tues., Sept. 19, noon
Aller, Tues., Sept. 5, 6 A. M. Ems, Sat., Sept. 23, 7 A. M.
Saale, Sat., Sept. 9, 9 A. M. Havel, Tu., Sept. 26, 9 A. M.
Spree, Tues., Sept. 12, noon Trave, W., Sept. 27, 9 A. M.
Kaiser, Sat., Sept. 16, noon Elbe, Sat., Sept. 30, 9 A. M.

MEDITERRANEAN LINE.

New-York to Genoa less than eleven days.

Werra, Sept. 9 Kaiser, Oct. 21 Fulda, Dec. 9
Kronp'z, Sept. 16 Fulda, Nov. 4 Werra, Dec. 30
Fulda, Sept. 23 Werra, Nov. 18 Kaiser, Jan. 6
Werra, Oct. 4 Kaiser, Nov. 25 Spree, Jan. 16

Passage, $100, $125, or $150 a berth, first cabin.
OELRICHS & CO., 2 Bowling Green.

HAMBURG-AMERICAN PACKET COMPANY.

FAST LINE TO LONDON.
NEW-YORK, SOUTHAMPTON, HAMBURG.
Twin-screw express steamers.

A. Victoria, Sept. 7, 5 P. M. Columbia, S. 28, 7:30 A. M.
Normannia, S. 14, 8:30 A. M. A. Victoria, Oct. 5, 1:30 P. M.
F. Bismarck, Sep. 21, 2 P. M. Normannia, O. 12, 7:30 A. M.

First cabin, $75 and upward; second cabin, $45 and upward.
HAMBURG-AMERICAN PACKET CO., 37 B'way, N. Y.

CUNARD LINE.

TO LIVERPOOL, VIA QUEENSTOWN.

Campania, Sept. 2, 10 A. M. Campania, Sep. 30, 8½ A M
Umbria, Sept. 9, 4 A. M. Servia, Oct. 3, 11 A. M.
Lucania, Sept. 16, 9 A. M. Umbria, Oct. 7, 4 A. M.
Etruria, Sept. 23, 4 A. M. Lucania, Oct. 14, 8 A. M.

EXTRA STEAMER.
Gallia, Sept. 5, 1 P. M.

From Pier 40 North River, foot of Clarkson St. Cabin passage, $60 and upward; second cabin, $35 and upward, according to steamer and location. Steerage tickets to and from all parts of Europe at very low rates. For freight and passage apply at company's offices, 4 Bowling Green.
VERNON H. BROWN & CO., General Agents.

AMERICAN LINE.

NEW-YORK. SOUTHAMPTON. LONDON.

Paris, Sept. 6, 2 P. M. New-York, Sept. 20, 1 P. M.
Berlin, Sept. 13, 11 A. M. Paris, Sept. 27, 7 A. M.

From Pier 43 N. R., foot of Christopher St. Shortest and most convenient route to London. Passengers land at Empress Dock, avoiding inconvenience and exposure of transfer by tender. First cabin passage to Southampton, London, or Havre, $60 and upward, according to steamer. Second cabin, $35 to $60. Steerage at low rates.
INTERNATIONAL NAVIGATION COMPANY, 6 Bowling Green, New-York.

ANCHOR LINE.

UNITED STATES MAIL STEAMSHIPS.
FOR GLASGOW VIA LONDONDERRY.
From Pier 54 N. R., foot of West 24th St.

S. S. CITY OF ROME, Saturday, Sept. 9, 4 P. M. Saloon, $50 and upward. Second cabin, $30.

Anchoria, Sept. 2, 10 A. M. Furnessia, Sept. 23, 8 A. M.
Circassia, Sept. 16, 10 A. M. Ethiopia, Sept. 30, 9 A. M.

Cabin, $45 and upward. Second cabin, $30. Steerage, outward, $25; prepaid, $24. Cabin excursion tickets at reduced rates. For drafts, tours, &c., apply to HENDERSON BROTHERS, 7 Bowling Green.

WHITE STAR LINE.

Germanic, Sept. 6, 2 P. M. Germanic, Oct. 4, noon.
*Majestic, Sept. 13, 8 A. M. *Majestic, Oct. 11, 7:30 A. M.
Britannic, Sept. 20, 12½ PM Britannic, Oct. 18, 11 A. M.
*Teutonic, Sept. 27, 7½ A. M. *Teutonic, Oct. 25, 4 P. M.

From White Star Dock, foot of 10th St. Saloon rates, $50 upward, according to steamer and location of berth. *Second cabin on these steamers, $40 and $45. Steerage to or from the old country, $25. 29 Broadway, New-York. Philadelphia office, 406 Walnut St.
H. MAITLAND KERSEY, Agent.

GUION LINE. FOR QUEENSTOWN AND LIVERPOOL. From Pier B, foot of Grand St., Jersey City.

ALASKA......Saturday, Sept. 2, 10:30 A. M.
ARIZONA......Saturday, Sept. 16, 10 A. M.
ALASKA......Saturday, Sept. 30, 9 A. M.

Cabin passage, $50 and upward; second cabin, $35; steerage, $25. A. M. UNDERHILL & CO., Telephone, 3,095 Cortlandt. 35 Broadway.

ROYAL MAIL TO THE NETHERLANDS. From pier foot of 5th St., Hoboken.

S. S. SPAARNDAM......Saturday, Sept. 2, 9:30 A. M.
S. S. VEENDAM......Saturday, Sept. 9, 4:30 A. M.

Steamers call both ways at Boulogne-sur-Mer, France. First cabin, $55 and upward; second cabin, $38; steerage at lowest rates. For guide and terms to General Pass. Agency, 39 Broadway, N. Y.

COMPAGNIE GENERALE TRANSATLANTIQUE. FRENCH LINE TO HAVRE every Saturday.

LA BOURGOGNE, Leboeuf....Sat., Sept. 2, 9 A. M.
LA CHAMPAGNE, Laurent....Sat., Sept. 9, 4 A. M.
LA GASCOGNE, Santelli....Sat., Sept. 16, 9 A. M.

A. FORGET, General Agent, No. 3 Bowling Green.

HEARN. West 14th St. Trunks, Satchels, Bags, Steamer Chairs, Rugs, &c. Largest stock and best values in New-York.

COLUMBIAN LINE. NEW-YORK—COLON. Panama, South Pacific, Central America, Mexico, and California, VIA PANAMA RAILROAD. Sailings from Pier 34, foot Canal St.:

S. S. Newport..........Monday, 11th Sept., noon
S. S. Colombia..........Wednesday, 20th Sept., noon
S. S. City of Para..........Saturday, 30th Sept., noon

For freight, passenger, and general information, apply to the General Agents. STAMFORD PARRY, HERRON & CO., 35 Broadway, or pier foot Canal St., N. R.

SAVANNAH LINE.—THREE STEAMERS Weekly from New Pier 35 N. R., foot of Spring St.

S. S. City of Augusta.......Saturday, Sept. 2, 3 P. M.
S. S. City of Birmingham..Tuesday, Sept. 5, 3 P. M.
S. S. Kansas City..........Thursday, Sept. 7, 3 P. M.

Connecting with C. R. R. of Georgia and S. F. and W. R'y for all points in GEORGIA and FLORIDA, SOUTH CAROLINA, ALABAMA, and LOUISIANA. Unsurpassed accommodations. First-class table d'hôte. For freight and passage apply to J. D. HASHAGEN, E. Agt, W. H. RHETT, Gen'l Agt, S. F. & W. R'y, 261 B'way. Central R. R., 317 B'way. R. L. WALKER, Agent Ocean Steamship Co. G. M. SORRELL, Manager, New Pier 35 North River.

CLYDE LINE. CHARLESTON, S. C., the South and Southwest. JACKSONVILLE and all Florida points. From Pier 29 E. R., (foot of Roosevelt St.,) 3 P. M.

SEMINOLE..........Tuesday, Sept. 5
CHEROKEE..........Friday, Sept. 8
ALGONQUIN..........Tuesday, Sept. 12

All steamers have first-class passenger accommodations. WM. P. CLYDE & CO., Gen. Agents, 5 Bowling Green, New-York.

FLA. CENT. & PEN. FAST F. & P. LINE via JACKS. GRT. SO. FRT. & PASS'R LINE via CHARLESTON. T. G. EGER, Gen'l Agt., 379 B'way, N. Y.

OLD DOMINION LINE. Steamers for NORFOLK, PORTSMOUTH, OLD POINT COMFORT, and NEWPORT NEWS, connecting for VIRGINIA BEACH, PETERSBURG, and RICHMOND, Va., and WASHINGTON, D. C.—Tues., Wed., Thurs., and Sat. For RICHMOND via JAMES RIVER—Wed. and Sat. For WEST POINT, Va.—Tues., Thurs., and Sat. From Pier 26 N. R., foot Beach St., 3 P. M. Through tickets and freight rates to all points South and West. Apply at general office of company, on pier, or at 5, 11, 229, 239, 261, 287, 317A, 362, 849, 944, and 1,225 Broadway. W. L. GUILLAUDEU, Traffic Manager.

Travelers' Guide—Steamboats.

PROVIDENCE LINE,

FOR BOSTON, WORCESTER, PROVIDENCE, WHITE MTS. AND ALL POINTS EAST. Steamers CONNECTICUT and MASSACHUSETTS leave Pier 29 (old No.) North River, foot of Warren St., at 5:30 P. M. daily, except Sunday, connecting trains due Boston 7:15 A. M., Worcester, except Sunday, 8:00 A. M.

STONINGTON LINE,

inside route for BOSTON and the East, and direct route to NARRAGANSETT PIER and WATCH HILL. New steel steamers leave new Pier 36 N. R., one block above Canal St., at 5:30 P. M. daily, including Sunday.

NORWICH LINE

FOR
BOSTON, WORCESTER,
NEW-LONDON, NORWICH, WATCH HILL, BLOCK ISLAND,
AND ALL POINTS EAST.

Leave Pier 40 (old number) North River, (next pier above Desbrosses St. Ferry,) daily, except Sundays, at 6 P. M., connecting with new express train leaving New-London at 5:35 A. M., reaching Boston 9 A. M., Worcester 7:56 A. M.

NEW-HAVEN.—Fare, $1. Magnificent new twin-screw steel steamer RICHARD PECK, the fleet, fastest steamer on Long Island Sound, and palatial steamer C. H. NORTHAM leave Pier 25 E. R. daily (Sundays 10:30 A. M. and 12 mid.) at 3:30 P. M. and 11:30 P. M., connecting with trains for Meriden, Hartford, Springfield, and the North. These magnificent steamers are equipped with electric lights and call bells and furnished luxuriously throughout. Through tickets and baggage checked at 944 Broadway, New-York, and 4 Court St., Brooklyn.

HARTFORD.—New twin-screw steel steamer HARTFORD and sister boat CITY OF SPRINGFIELD leave Pier 24 E. R. daily (Sundays excepted) at 5 P. M., reaching Hartford in time for early trains for Springfield, Boston, and Albany.

Hudson River by Daylight.

Day Line Steamers,
NEW-YORK or ALBANY.
Daily except Sundays.

Leave Brooklyn, Fulton St., (by Annex,) 8:00 A. M.
" New-York, Desbrosses St. Pier, 8:40 "
" " West 22d St. " 9:00 "

for Albany, landing at Yonkers, West Point, Newburgh, Po'keepsie, Rhinebeck, Catskill, and Hudson. Returning, leave Albany 8:30 A. M.

CONNECTIONS:
WEST POINT, NEWBURGH, and POUGHKEEPSIE, with down Day Boat. RHINEBECK and CATSKILL for mountain resorts.
ALBANY, with trains for Niagara Falls and the West, and with special trains to and from Saratoga.
MORNING AND AFTERNOON CONCERTS.

CATSKILL MOUNTAINS.—Steamers KAATERSKILL and CATSKILL leave every week day at 6 P. M. from Pier 43, foot of West 11th St., connecting with Catskill Mountain and Cairo R. R. and the new Otis Elevating Railway to the summit. Directory of Summer Hotels and Boarding Houses mailed free at pier or by W. J. HUGHES, Catskill, N. Y.

HUDSON RIVER STEAMER MARY POWELL. (DAILY, EXCEPT SUNDAYS.)
Leaves Desbrosses St. 3:15 P. M.; Saturdays, 1:45;
Do. West 22d St. 3:30 P. M.; Saturdays, 2.
For CRANSTONS, WEST POINT, CORNWALL, NEWBURGH, NEW-HAMBURGH, MILTON, POUGHKEEPSIE, HYDE PARK, RONDOUT, and KINGSTON.

HUDSON AND COXSACKIE BOATS LEAVE every week day at 6 P. M. from Pier 43, foot of West 11th St., connecting with Boston & Albany R. R.

Travelers' Guide—Steamboats.

ALBANY BOATS.

PEOPLE'S LINE.

Steamers DREW and DEAN RICHMOND leave Old Pier 41 N. R., foot Canal St., at 6 P. M., daily, (Sundays excepted.) Direct connection with express trains to Saratoga, Lake George, Adirondacks, Thousand Islands, Richfield Springs, Niagara Falls, Sharon Springs, and Cooperstown. Saturday night steamer connects with Sunday morning train for Saratoga.

A.—TROY BOATS.—Steamer City of Troy or Saratoga leaves Pier 46, West 10th St., daily except Saturday, 6 P. M. Sunday steamer touches at Albany.

Travelers' Guide—Railroads.

PENNSYLVANIA RAILROAD.

STATIONS foot of Desbrosses and Cortlandt Streets.

In Effect July 2, 1893.

9:00 A. M. COLUMBIAN EXPRESS.—Pullman Sleeping and Dining Cars to Chicago, Cincinnati, and Indianapolis. Arrives Cincinnati 6:35 A. M., Indianapolis 7:55 A. M., Chicago 10 A. M. next day.

9:00 A. M. FAST LINE.—For Pittsburg. Parlor Car.

12:00 NOON. PENNSYLVANIA LIMITED.—Pullman Drawing and State Room, Sleeping, Dining, Smoking, and Observation Cars. Arrives Chicago 12:00 noon.

2:00 P. M. ST. LOUIS, CINCINNATI, AND CHICAGO EXPRESS.—Pullman Sleeping and Dining Cars to St. Louis Cincinnati, and Chicago. Arrives Cincinnati 10:50 A. M., St. Louis 7:30 P. M., Chicago 5:30 P. M.

6:30 P. M. WESTERN EXPRESS—Pullman Sleeping Cars to Pittsburg, Chicago, and Cleveland. Dining Car to Chicago. Arrives Cleveland 11:40 A. M., Chicago 9:30 P. M. next day.

7:50 P. M. SOUTHWESTERN EXPRESS week days, 7:45 P. M. Sundays.—Pullman Sleeping and Dining Cars to Cincinnati and St. Louis. Arrives Cincinnati 6:00 P. M., St. Louis 7:00 A. M. second morning.

8:00 P. M. PACIFIC EXPRESS.—Pullman Buffet Sleeping Car New-York to Chicago. Arrives Chicago 7:30 A. M., (second morning,) Toledo 11:20 P. M., Columbus 7:15 P. M., Cleveland, 6:10 P. M., (week days.)

5:00 P. M. SHENANDOAH VALLEY ROUTE daily, with Sleeper to New-Orleans, and 12:15 night, with Sleeper to Memphis.

BALTIMORE, WASHINGTON, AND THE SOUTH.

10:00 A. M.—"Washington Limited" week days, Pullman Parlor Cars and Dining Car.

3:40 P. M.—"Congressional Limited" daily, Pullman Parlor Cars and Dining Car, arriving Washington 8:25 P. M.

ADDITIONAL EXPRESS TRAINS: 8, 8:30, 9:30, 11 A. M., 2:10, 4:30, 5, 9 P. M., 12:15 night. Sunday, 8:30, 9:30 A. M., 4:30, 5, 9 P. M., 12:15 night.

9:30 A. M.—Atlantic Coast Line Express daily. Sleepers to Charleston, Columbia, Jacksonville, and Port Tampa; 9 P. M. daily, Sleeper to Jacksonville.

4:30 P. M.—Richmond and Danville Express daily. Sleepers to Augusta and New-Orleans. Dining Car.

5:00 P. M.—Daily for Chesapeake & Ohio Railway. Through Sleeping and Dining Cars.

FOR OLD POINT COMFORT and NORFOLK via Cape Charles Route, 8 A. M. week days, and, with Through Sleeper, 8 P. M. daily.

FOR ATLANTIC CITY, 1:50 P. M. week days, with Through Buffet Parlor Cars and Day Coaches.

FOR CAPE MAY, 1 P. M. week days.

For Long Branch, Asbury Park, Ocean Grove, and Point Pleasant, 3:30, 7:30, 9:10, 10 A. M., 12:10, (1:20 Saturday only,) 2:30, 3:10, 3:40, 4:20, 5:10, 7 P. M. week days. Sundays, 8:15, 9:45 A. M., 5:15 P. M. (Do not stop at Asbury Park and Ocean Grove on Sundays.)

FOR PHILADELPHIA.

Express: 6:20, 7:20, 8, 8:30, 9, 9:30, 10, 11 A. M. (12 noon, Penn's Limited,) 12:20, 1, 2:10, 3, 3:30, 4, 4:30, 5, 6, 6:30, 7:50, 8, 9 P. M., 12:15 night. Sundays, Express, 6:15, 8:30, 9, 9:30, 10 A. M., (12 noon Limited,) 2, 4, 4:30, 5, 6:30, 7:45, 8, 9 P. M., 12:15 night.

Ticket Offices: Nos. 433, 944, 1,196, 1,323, 113, and 261 Broadway, 1 Astor House, 134 East 125th Street, 264 West 125th Street, 251 Columbus Avenue, 737 Sixth Avenue, and foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway, and Brooklyn Annex Station, foot of Fulton Street, Brooklyn; 129 Hudson Street, Hoboken; Station, Jersey City.

The New-York Transfer Company will call for and check baggage from hotels and residences through to destination.

S. M. PREVOST, General Manager. J. R. WOOD, General Pass'r Agent.

CENTRAL RAILROAD OF NEW JERSEY.

(Anthracite Coal used exclusively, insuring cleanliness and comfort.)
Four tracks. Protected by Automatic Block Signal System. Trains leave Station foot of Liberty St.
Time Table in Effect June 25, 1893.
ROYAL BLUE LINE
TO
PHILADELPHIA, BALTIMORE, AND WASHINGTON.

For Philadelphia, week days, 4:00, 8:00, 9:00, 10:00, 11:30 (Dining Car) A. M., 1:30, 2:15, 3:30, (Dining Car,) 4:00, (Buffet Parlor Car,) 5:00, 6:00, 7:30, 8:45 P. M., 12:15 night. Sunday, 9:00, 10:30, 11:30 (Dining Car) A. M., 3:30, (Dining Car,) 5:00, 6:00 P. M., 12:15 night.

For Baltimore and Washington, week days and Sundays, 9:00, 11:30 (Dining Car) A. M., 1:30, 3:30, (Dining Car,) 5:00, 6:00 P. M., 12:15 night.

For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:00, 7:15, 8:45 A. M., 1:00, 4:30, 5:45, 7:30 to Allentown, P. M. Sundays, 4:30, 7:15 A. M., 1:00, 5:30 P. M.

For Wilkesbarre, Pittston, and Scranton, 8:45 A. M., 4:30 P. M. Sundays, 4:30 A. M.

For Reading at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 2:15, 4:00, 5:00, 5:45, 7:30 P. M., 12:15 night, except Saturday night. Sundays, 11:30 A. M., 1:00, 3:30, 5:00, 5:30, 6:00 P. M., 12:15 night.

For Harrisburg at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 4:00, 5:00, 5:45 P. M., 12:15 night, excepting Saturday night. Sundays, 11:30 A. M., 1:00, 5:00, 5:30 P. M., 12:15 night.

For Pottsville at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 4:00, 7:30 P. M., 12:15 night, except Saturday night. Sundays, 11:30 A. M., 1:00, 3:30, 6:00 P. M., 12:15 night.

For Sunbury, Lewisburg, and Williamsport at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 7:30 P. M., 12:15 night, except Saturday night. Sundays, 7:15 A. M., 6:00 P. M., 12:15 night.

ALL-RAIL ROUTE.
For Long Branch, Ocean Grove, &c.

For Red Bank, Long Branch, and points south of Point Pleasant, 4:30, 5:50 to Red Bank, 8:15, 11:30 A. M., (1:20 Saturdays only,) 1:30, 2:15, 3:30, 4:00, 4:30, 5:30, 6:15 P. M. Sundays, except Ocean Grove and Asbury Park, 9:15, 11:30 A. M., 4:00 P. M.

For LAKEWOOD, Toms River, Barnegat Park, and Barnegat, 4:30, 8:15 A. M., 1:30, 4:30 P. M.

For Beach Haven, Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:30 P. M.

For Monmouth Beach, Seabright, and Highland Beach, 4:30, 8:15, 11:30 A. M., 1:30, 4:30, 6:15 P. M.

SANDY HOOK ROUTE.
FOR LONG BRANCH, OCEAN GROVE, &c.
From Pier 8 N. R., foot Rector St.

For Atlantic Highlands, Highland Beach, Normandie, Seabright, Monmouth Beach, and Long Branch at 4:30, 9:00, 11:00 A. M., 1:00, 3:45, 4:30, 5:30 P. M. Sundays, 9:30 A. M., 1:00 P. M.

For Elberon, Ocean Grove, Asbury Park, and Point Pleasant, 11:00 A. M., 1:00, 3:45, 4:30, 5:30 P. M.

For Lakewood, Toms River, and Barnegat, 4:30 A. M., 1:00, 3:45 P. M.

WEST SHORE RAILROAD.

(N. Y. C. and H. R. R. R. Co., Lessee.)

Excursion Tickets to World's Fair good for Ten Days, $17.00; also, Round Trip Tickets good until Nov. 15, $28.00.

Trains leave West 42d St. Station, New-York, as follows, and 15 minutes earlier from foot Franklin St.:

3:30 A. M. Daily local to Suspension Bridge and Catskill Mountains, except Sundays, west of Coeymans Junction. Sleeping car New-York to Bloomville Sundays only. Can be occupied 9 P. M.

7:30 A. M. Daily local to Albany for Catskill Mountains and Saratoga. Parlor car to Albany Sundays only.

10:10 A. M. Daily for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Detroit, Chicago, except Saturday for Toronto.

A 11:35 A. M. Daily, except Sunday, to Catskill Mountains, New-Paltz, Lakes Mohonk and Minnewaska, Albany, Saratoga, Caldwell, Lake George. Parlor cars to Bloomville, Saratoga, and Caldwell.

1:15 P. M. Saturdays only. Half-Holiday Special to Catskill Mountains. Parlor car attached.

4:00 P. M. Daily, except Sunday, for Albany.

5:15 P. M. Daily for Albany, Montreal, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, and Chicago.

6:30 P. M. Daily, except Sunday, for Newburg, Albany, Saratoga, and Montreal. Parlor car to Kingston.

8:15 P. M. Daily for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, and Chicago.

A, Leaves Brooklyn by Annex, 11:00 A. M.; Jersey City, P. R. R. Station, 11:20 A. M.

HAVERSTRAW LOCALS, 7:00 A. M., 2:45, *5:35, 7:45 P. M.

NEWBURG LOCALS, 8:25, *10:10 A. M., *1:15, 4:30, 5:15, *6:30, *11:45 P. M. *Daily.

Wagner Sleeping Cars for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, and Chicago on all through trains.

For tickets, time tables, parlor and sleeping car accommodations, or information, apply offices: Brooklyn, 333 Washington St., 726 Fulton St., Annex Office, foot Fulton St.; New-York City, 113, 391, 363, 785, and 942 Broadway, 143 Bowery, 31 East 14th St., 53 West 125th St., and at stations.

C. E. LAMBERT, General Passenger Agent, 5 Vanderbilt Av., New-York.

NEW-YORK AND LONG BRANCH RAILROAD.

Summer Schedule, in effect June 25, 1893.
FOR RED BANK, LONG BRANCH, ELBERON, OCEAN GROVE, ASBURY PARK, SPRING LAKE AND POINT PLEASANT.

Trains leave station foot of Liberty St. at 4:30, (5:50 to Red Bank,) 8:15, 10:30, *11:30 A. M., (*1:20 Saturdays only,) 1:30, 2:15, *3:30, 4:00, *4:30, 5:30, 6:15 P. M. Sundays, 9:15, 11:30 A. M., 4:00 P. M.

Trains leave station foot of Cortlandt and Desbrosses Sts. at 3:30, 7:30, 9:10, *10:00 A. M., 12:10, (*1:20 Saturdays only,) 2:30, *3:10, (*3:40, except Red Bank,) 4:20, 5:10, 7:00 P. M. Sundays, 8:15, 9:45 A. M., 5:15 P. M.

*Denotes express trains.

Sunday trains do not stop at Ocean Grove and Asbury Park.

RUFUS BLODGETT, Supt. New-York and Long Branch R. R. Co.
J. R. WOOD, Gen. Pass. Agt. Penn. R. R. Co.
H. P. BALDWIN, Gen. Pass. Agt. Central R. R. Co. of N. J.

Travelers' Guide—Railroads.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL & HUDSON RIVER R. R.

DIRECT LINE TO NIAGARA FALLS

All trains arrive at and depart from Grand Central Station, 42d Street; the only railroad station in the City. Trains leave as follows:

EMPIRE STATE EXPRESS.
8:30 A. M.—Except Sunday. Fastest train in the world. No extra fare.
CHICAGO FAST MAIL.
9:10 A. M.—Daily for Chicago, except Sunday for Richfield Springs. Wagner Service.
SARATOGA AND LAKE GEORGE SPECIAL.
9:20 A. M.—Except Sunday. Connects for Catskills, Green Mountains, and Montreal.
DAY EXPRESS.
10:30 A. M.—Except Sunday. Saturday train runs to Cleveland and Detroit only.
WORLD'S FAIR SPECIAL.
1:00 P. M.—Daily. Due Chicago 1:45 P. M., next day. Wagner Service.
SOUTHWESTERN LIMITED.
1:00 P. M.—Daily. Due Cincinnati 10:45 A. M., St. Louis 7:30 P. M. No extra fare.
SATURDAY SARATOGA LIMITED.
1:45 P. M.—Saturday only. Connects at Catskill for principal points in the mountains.
EXPOSITION FLYER, (LIMITED.)
GREAT 20-HOUR TRAIN TO CHICAGO.
FOR THROUGH PASSENGERS ONLY.
3:00 P. M.—Daily. Due Chicago 10 A. M. next day. Complete Wagner Service.
ALBANY, TROY, & SARATOGA SPECIAL.
3:30 P. M.—Except Sunday. Connects for Catskill Mountains. Drawing-room Cars.
NORTH SHORE LIMITED.
4:30 P. M.—Daily. Due Detroit 8:55 A. M., Chicago 4:30 P. M. Wagner Service.
FAST WESTERN EXPRESS.
6:00 P. M.—Daily. Due Chicago 9:00 P. M., St. Louis 7:45 A. M. Wagner Service.
NORTHERN EXPRESS.
6:25 P. M.—Daily. Due Burlington 4:45 A. M., Plattsburg 4:25, Montreal 6:45 A. M.
ADIRONDACK & MONTREAL EXPRESS.
7:00 P. M.—Daily. For Saranac Lake, Lake Placid, Malone, and Montreal.
BUFFALO, NIAGARA FALLS, AND 1,000 ISLANDS SPECIAL.
7:30 P. M.—Daily. Due Clayton 5:45, Buffalo 7:30, Niagara Falls 8:50 A. M.
LIMITED FAST MAIL.
9:00 P. M.—Daily. Sleeping Car Passengers for Rochester only carried on this train.
CHICAGO NIGHT EXPRESS.
9:15 P. M.—Daily for Chicago and Cape Vincent, (Thousand Islands.) Wagner Service.

PITTSFIELD, LENOX, NORTH ADAMS, AND THE BERKSHIRE HILLS, VIA HARLEM DIVISION.

Two through trains, with Drawing-room Cars, to Pittsfield daily, except Sunday: 9:01 A. M., due Pittsfield 1:35, North Adams 2:30 P. M.; 3:50 P. M., due Pittsfield 8:10, North Adams 9:10 P. M.

Fast Berkshire Express, Fridays and Saturdays only, at 2:28 P. M.; arrives Pittsfield 6:15 P. M.

For time of local trains, tickets, and space in Sleeping Cars apply at Grand Central Station or at 113, 261, 413, 785, 942 Broadway, 235 Columbus Av., 53 West 125th St., and 138th St. Station, New-York; 333 Washington St., 726 Fulton St., and 74 Broadway, E. D., Brooklyn.

Above trains, except those leaving at 8:30, 9:10, 9:20 A. M., 1:45, 3:00, 3:30, 4:30, and 9:00 P. M., stop at 138th St.

Westcott's Express calls for and checks baggage from hotels and residences through to destination.

JOHN M. TOUCEY, General Manager. GEORGE H. DANIELS, General Pass. Agent.

N.Y., ONTARIO & WESTERN R.R.

Excursion Tickets, New-York to Chicago and Return, $28.00.

SPECIAL COACH EXCURSION ON SATURDAY, SEPT. 9, AND WEDNESDAY, SEPT. 13, AT $17.00.

Through trains for Chicago and the World's Fair leave foot of West 42d St. as follows, 15 minutes earlier from Franklin St.:

9:45 A. M. daily, via Niagara Falls. Through Pullman sleepers New-York to Chicago. Arrives Detroit 1:45 P. M., Chicago 8:30 P. M., St. Louis 7:45 A. M.

7:45 P. M. daily, via Niagara Falls. Reclining chair car (seats free) New-York to Niagara Falls. Through Pullman sleepers New-York to Chicago. Arrives Detroit 9:40 P. M., Chicago 7:32 A. M., St. Louis 8:00 P. M.

8:45 A. M. (except Sunday) for West Cornwall, Orr's Mills, Campbell Hall, Lake Mohonk, Lake Minnewaska, and Wallkill Valley railroad stations, Stony Ford, Middletown, Bloomingburgh, Wurtsboro, Summitville, Ellenville, Fallsburgh, Monticello, and Liberty.

9:45 A. M. (daily) for Middletown, Fallsburgh, Monticello, Liberty, White Lake, Carbondale, Scranton, Walton, Delhi, Sidney, Norwich, Utica, Rome, Oneida, Fulton, Oswego, and Niagara Falls.

1:45 P. M. (Saturdays only) for Campbell Hall, Middletown, Bloomingburgh, Summitville, Ellenville, Fallsburgh, Monticello, Liberty, White Lake, and Livingston Manor.

3:15 P. M. (except Sunday) Vestibule Limited for Lake Mohonk, Lake Minnewaska, and Wallkill Valley railroad stations, Campbell Hall, Middletown, Mountain Dale, Centreville, Fallsburgh, Monticello, Hurleyville, Liberty Falls, Liberty, Parksville, and Livingston Manor.

4:30 P. M. (except Sunday) for West Cornwall, Orr's Mills, Campbell Hall, Middletown, Summitville, Ellenville, and all intermediate points.

7:45 P. M. (daily) for Middletown, Summitville, Fallsburgh, Liberty, Livingston Manor, Rockland, Walton, Sidney, Norwich, Oneida, Fulton, Oswego, and Niagara Falls.

Tickets and Pullman accommodations at 371 Broadway. New-York Transfer Company calls for and checks baggage to destination.

J. C. ANDERSON, G. P. A., 56 Beaver St., New-York.

DELAWARE, LACKAWANNA AND WESTERN R. R.

Stations in New-York foot of Barclay and Christopher Sts.

SHORTEST LINE, VESTIBULED TRAINS, PULLMAN COACHES.

Direct route to NEWARK, BLOOMFIELD, MONTCLAIR, THE ORANGES, Summit, Bernardsville, Basking Ridge, Madison, Morristown, Passaic, Paterson, Boonton, Dover, Stanhope, BUDD'S LAKE, LAKE HOPATCONG, Hackettstown, SCHOOLEY'S MOUNTAIN, Washington, PHILLIPSBURG, EASTON, WATER GAP, STROUDSBURG, Pocono Mountains, SCRANTON, PITTSTON, WILKESBARRE, NANTICOKE, DANVILLE, NORTHUMBERLAND, Montrose, BINGHAMTON, OXFORD, NORWICH, Waterville, UTICA, RICHFIELD SPRINGS, Cortland, SYRACUSE, OSWEGO, ITHACA, OWEGO, ELMIRA, CORNING, BATH, DANSVILLE, BUFFALO, and all points WEST, NORTHWEST, and SOUTHWEST.

9:00 A. M.—BUFFALO, RICHFIELD SPRINGS, and OSWEGO EXPRESS. Pullman buffet parlor cars. Connects at Buffalo with train for CHICAGO, arriving at 9:45 next morning.

7:20 A. M.—BINGHAMTON MAIL. Stops at principal stations.

1:00 P. M.—SCRANTON, BINGHAMTON, and ELMIRA EXPRESS. Pullman parlor cars.

4:10 P. M.—SCRANTON, WILKESBARRE, and PLYMOUTH EXPRESS. Pullman parlor cars.

7:30 P. M. (daily)—BUFFALO LIMITED EXPRESS. Pullman sleepers. Arrives at 7:15 A. M.

9:00 P. M. (daily)—BUFFALO, RICHFIELD SPRINGS, and OSWEGO EXPRESS. Pullman sleepers.

TICKETS AND PULLMAN ACCOMMODATIONS at 73 Murray St. and 429 Broadway. Tickets at Ferry Stations, 785 and 942 Broadway, 53 West 125th St., 285 Columbus Av., New-York; 333 Washington St., 726 Fulton St., and 74 Broadway, Brooklyn. Time tables, giving full information, at all stations.

WESTCOTT EXPRESS COMPANY will call for and check baggage from hotel or residence to destination.

New-York and Boston All Rail.

N. Y., N. H. & H. R. R. and connections.
From Grand Central Station.

Leave.	By way of	Due.
9:02 A. M.,	Springfield and Worcester,	3:30 P. M.
10:00 A. M.,	**New-London & Providence,	3:00 P. M.
10:03 A. M.,	*New-London and Providence,	4:30 P. M.
11:00 A. M.,	Springfield and Worcester,	5:30 P. M.
12:00 M.,	†Springfield and Worcester,	5:40 P. M.
12:03 P. M.,	Hartford and N. Y. and N. E.,	6:30 P. M.
1:00 P. M.,	New-London and Providence,	7:30 P. M.
2:00 P. M.,	*New-London and Providence,	7:40 P. M.
3:00 P. M.,	*Willimantic and N. Y. & N. E.,	†8:40 P. M.
4:00 P. M.,	*Springfield and Worcester,	10:00 P. M.
5:00 P. M.,	*New-London & Providence,	11:00 P. M.
11:00 P. M.,	*Springfield and Worcester,	6:15 A. M.
12:00 P. M.,	*New-London & Providence,	7:00 A. M.

*Runs daily, including Sundays.
**Five-hour limited, all parlor cars. Fare, $7, including parlor-car seat.
†Arrival on Sunday twenty minutes later.
‡All parlor cars.
Return service same hours and by same route.
Through parlor or sleeping cars by each train.
C. T. HEMPSTEAD, Gen'l Pass. Agent.

ERIE LINES.

Through trains for Chicago and the West leave New-York, foot of Chambers St., daily as follows, and five minutes earlier from West 23d St.:

10:00 A. M.—Solid train to Chicago. Pullman sleeper via Chautauqua Lake. Parlor car New-York to Buffalo and Niagara Falls. Dining car.

3:00 P. M.—Vestibule Limited. Solid train for Chicago, via Chautauqua Lake. Sleepers to Chicago, Cleveland, and Cincinnati. Dining car.

6:30 P. M.—Solid train to Chicago via Niagara Falls. Sleepers to Buffalo and Chicago.

8:30 P. M.—Via Chautauqua Lake and Niagara Falls. Solid train to Chicago. Sleepers to Hornellsville, Chicago, and Cincinnati.

Tickets and Pullman accommodations at 261, 291, 401, 849, and 957 Broadway, 106 West St., 156 East 125th St., Chambers and West 23d St. Ferries, New-York; 333 Fulton St., Brooklyn; 200 Hudson St., Hoboken, and Jersey City Station. Erie Transfer Company calls for and checks baggage from hotels and residences to destination.

Baltimore & Ohio R. R.

Fast Express Trains to
BALTIMORE, WASHINGTON, CHICAGO, CINCINNATI, ST. LOUIS, and all points West.
PULLMAN CAR SERVICE ON ALL TRAINS.
Leave New-York foot of Liberty St.

For CHICAGO, 11:30 A. M., 1:30, 6:00 P. M., 12:15 night.
For PITTSBURG, 1:30 P. M., 12:15 night.
For CINCINNATI, ST. LOUIS, 9 A. M., 6 P. M.
For WASHINGTON, BALTIMORE, 9:00 A. M., (11:30 A. M. Dining Car,) 1:30, 3:30 P. M. (Dining Car,) 5:00, 6:00 P. M., 12:15 night. All trains run daily.
For Norfolk, Bay Line, 1:30 P. M., except Sunday.

Ticket offices: 172, 261, 415, 849, and 1,140 Broadway, 31 East 14th St., 400 Grand St., New-York; 344 Fulton St., Brooklyn. STATION FOOT OF LIBERTY ST., C. R. R. of N. J.

New-York Transfer Co. will call for and check baggage from hotel or residence to destination.